

COLOURED COVER

A MILE A DAY FOR TWELVE YEARS



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HOW a country within a country has been opened up by a railway that has grown from nothing in 1896, to be the second system in Canada.

THE CANADIAN NORTHERN

For those who like a
business story told
in a business-like way.

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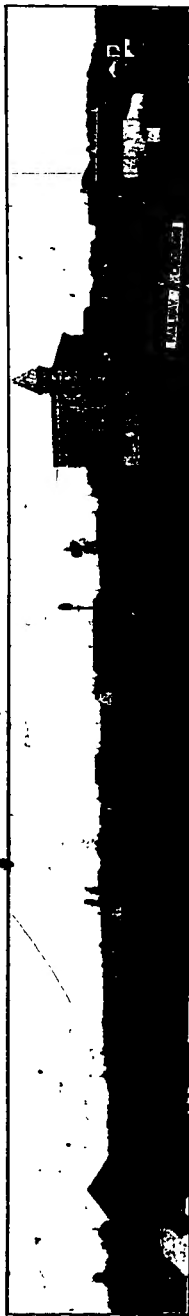
INTRODUCING



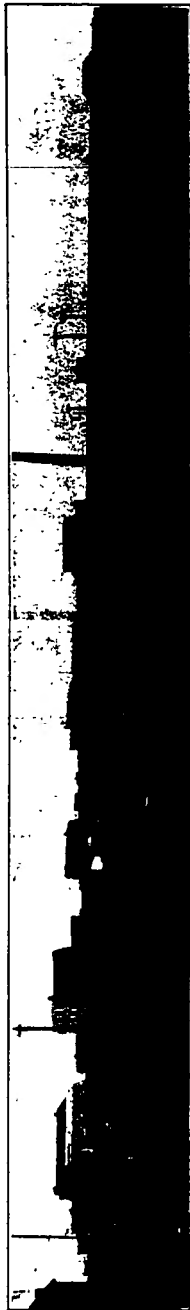
"A MILE A DAY" was written because many well-informed people know nothing of the Canadian Northern Railway System, and few of those who do know are aware of its magnitude, or of the immense new fields which it must shortly invade and throw open to the agriculturist and business man.

"A Mile a Day" is more than the advertisement of a young railway system — it is, in large measure, the story of the new birth of Canada as a first class commercial power in the world generally, and especially in North America. A few years ago Canadians went to the United States to discover the prosperity which, it was supposed, their native land could not furnish. In these latter times farmers and business men from the United States seek in Western Canada the space and chances that they cannot find in long-settled districts. Said a Minnesota man to a party of enquiring tourists from his own state: "I have made more money here in three years than I could have made down home in a lifetime." "Here" was a little town in the Quill Lake district, on the Canadian Northern main line.

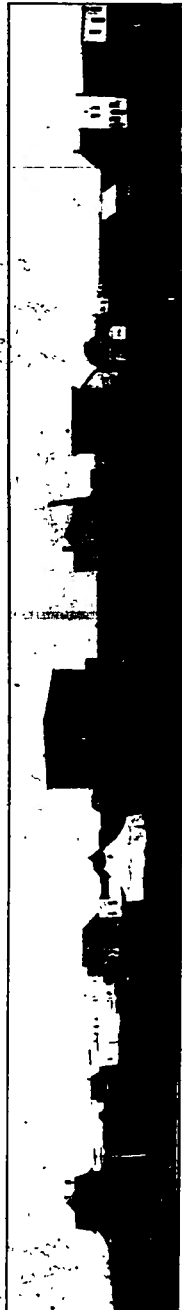
This man is above the average in capacity to occupy openings for business. But his evidence is the more valuable on that account. His record, in its way, is as noteworthy as that of the railway which made his enterprise possible. It may be repeated by any man who is equally discerning and equally courageous in making a move.



Swan River, in the valley which a Dominion Government explorer, in 1876, described as
 "The finest country in a state of nature I have ever seen."



Lloydminster, founded in 1903, as the centre of an all-British Colony, was reached by the Canadian Northern in August, 1905.
 The boundary line between the provinces of Saskatchewan and Alberta runs through the town.



Vermilion was a piece of bare prairie on September 1st, 1905. The photograph does not take in all the main street.
 The town is the supply source of a very extensive and rich district.

IN BROAD PERSPECTIVE

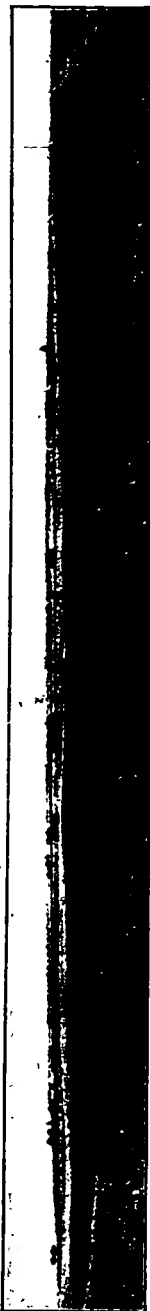
The Best View of Canadian Development is Obtainable by an Examination of its Most Characteristic Feature

EVEN the Canadian knows, at first hand, comparatively little about his own country. Unless his business or his wealth makes a traveler of him, how can he be acquainted with what lies between Halifax on the Atlantic and Vancouver on the Pacific? At Portage la Prairie in July, a party of United States editors, touring Western Canada, were being entertained by the enterprising Manitoba town, and one of them, replying to a toast, said that Canada was bounded on the east by the rising sun, and on the west by the setting sun, on the south by the stars and stripes, and on the north by the Aurora Borealis.

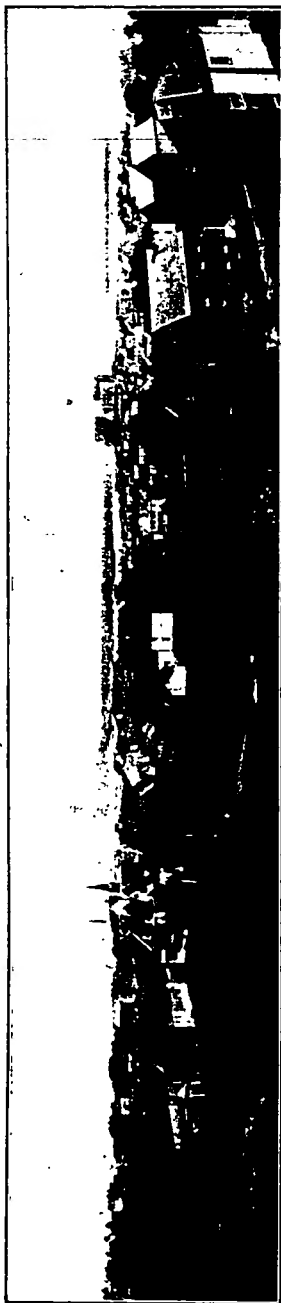
For a speech in parables this was excellently true. But the Aurora Borealis is the remotest boundary of all, and only its hinder parts are seen at any time. Canada was for so long regarded by persons alien to her genius, and woefully blind to her riches, as being near akin to the Aurora, the mystery of the North, that there was reserved for the beginning of the twentieth century a disclosure that was more surprising to the people of the United States than to any other people in the world and already a quarter of a million of these have migrated to Western Canada.

Thirty years ago a great American was wise enough and rash enough to prophesy wondrous things of the plains that have since become the provinces of Manitoba, Saskatchewan, and Alberta. J. W. Taylor, the United States Consul at Winnipeg,—when Winnipeg was several days' journey from a railway,—examined the country between the Red River and the Rocky Mountains, and told and retold his compatriots about its possibilities. He wrote and spoke with the persistence of an evangelist. Some of his friends thought he was too fervent a believer to be quite sane. They called him "Saskatchewan Taylor," and tolerated his discourse with more humour than discernment. Listen to the latest testimony to the sagacity of Saskatchewan Taylor. It was given at a banquet in Regina, the capital of the province of Saskatchewan, on July 25th, 1908, by Mr. C. F. MacDonald, editor of the St. Cloud Times, who has lived half a century in Minnesota:—

"Many years ago, United States Consul Taylor of Winnipeg used to tell us of a great region lying between Winnipeg and the Rocky Mountains, which was destined to produce enough wheat to feed the world. A week ago we started out from Winnipeg to inspect that region. I cannot but express great wonder at what we saw; and I have realized how correct my old friend Taylor was. The character of the land, the richness and wide expanse of it all point to the fact that there is here a region that will be greater as a wheat producer than anything the world has ever known. That is the story I will have to tell my readers. I expect if I go back and tell the truth about what I have seen I will lose all my subscribers. I think, for wheat, you have got the garden spot



The harvested fields of the Saskatchewan Valley, and—



Port Arthur, the city they have produced on Lake Superior.

IN BROAD PERSPECTIVE

of the world. I admit we have no such prospect for the future as this great region has."

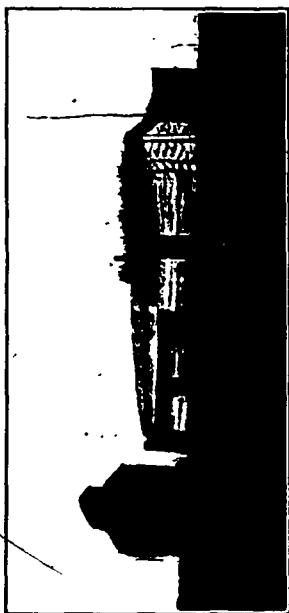
In Saskatchewan Taylor's days it was only possible to reach the Saskatchewan Valley from Winnipeg, either by the water route of the Red River, Lake Winnipeg, and the Lower Saskatchewan,—it was an 1,800 mile trip to Edmonton,—or by the trail which crossed the Assiniboine at Fort Ellice and made for Prince Albert and Edmonton, by way of Humboldt, the ferry above Batoche, Battleford and the Beaver Hills. It was in truth the Great Lone Land, of which Captain Butler, now a famous British general, wrote his famous book in the early seventies. The winding trail has been replaced by shining steel. Instead of being the hunting ground of the buffalo for dangerous tribes of Indians, the Saskatchewan Valley has become the wonderful earning ground of the Canadian Northern Railway. That the American public, which knew not Saskatchewan Taylor, is becoming alive to what is going on in Canada is evidenced by the prominence given to Western development in American publications. Perhaps the most compact and most complete summary of the growth of the Canadian Northern is that which appeared in a recent number of "System," a leading business magazine, published in Chicago:—

"In 1896, nothing. In 1907, four thousand one hundred miles of railway in operation, six hundred under construction; and two thousand more surveyed; the whole absolutely controlled by two men.

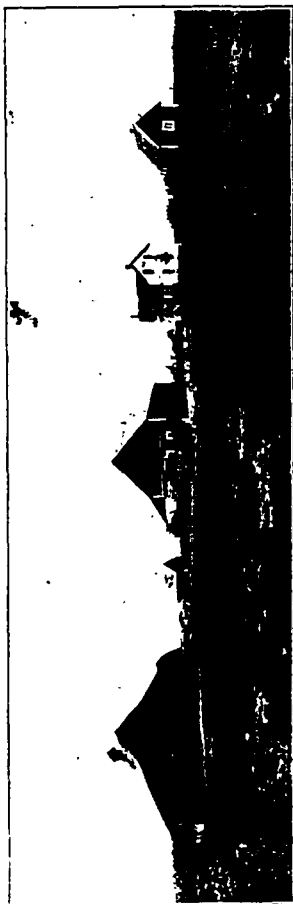
"Here is a paragraph of details. The derelict charter of the Lake Manitoba Railway and Canal Company was bought in 1896 and translated into a hundred miles of railway by Mr. Wm. Mackenzie and Mr. D. D. Mann; two railway contractors, who had been partners for ten years. Some extensions were built, and a line from Winnipeg to Lake Superior was begun, the charter for which had been granted to other parties in 1889. In 1902, the Manitoba lines of the Northern Pacific were leased. In 1902, the road to Port Arthur on Lake Superior, was completed. In 1905, Edmonton was reached. In 1906, double entrance was gained to Prince Albert. This winter, Regina has been given its first competitive route to the East. While three thousand miles of track have been built and handled in the West, the elements of a trans-continental have been secured in the East. The Canadian Northern Ontario is built for three hundred miles from Toronto to the Moose Mountain Iron Mines, which, via Key Harbor, a new port on Georgian Bay, will give Cleveland and Pittsburgh an additional, unlimited supply of first-class ore, five hundred miles nearer than that which comes through Duluth. The Canadian Northern Quebec gives Ottawa a new connection with Montreal and Quebec. With the governance of the Quebec and Lake St. John have come first rate terminal facilities on the St. Lawrence, and access to the greatest pulp-wood forests in America. In Nova Scotia, 431 miles of line have opened up the ocean shore between Halifax and Yarmouth; and have tapped great coal deposits in Cape Breton Island. The first train in this system ran on December 19th, 1896. In the first year the gross earnings were \$60,000. The staff totalled about twenty. West of Port Arthur alone the earnings are now on a basis of \$10,000,000 per annum, and 10,700 people are on the regular pay-roll."

IN BROAD PERSPECTIVE

between Warman and
Battleford, Saskatche-
wan Valley.



Grain elevator along-
side railway track, and
first farmhouse erected



After a few years: a Saskatchewan Valley farmstead.

A ROUTE WAS RESERVED

"The Fertile Belt" was Originally Chosen for the Canadian Pacific; but State Reasons Interfered.

THE Canadian Northern is primarily a Western railway. It began in Manitoba and is mainly operating in the Provinces of Manitoba, Saskatchewan and Alberta. Its growth has been phenomenal because the country that has produced it is phenomenal. There was no railway in it before 1880. The total at the end of last year was 6,216 miles, of which, after eleven years' existence the Canadian Northern was operating 43 per cent. The growth of other railways in the prairie provinces averaged 129 miles per annum. The Canadian Northern averaged 246 miles per annum.

This remarkable growth has been coincident with and closely related to the tide of immigration, the bulk of which has been of people who have taken up the homesteads of 160 acres each which are given by the Dominion Government. Naturally, the free lands near the older railways were taken first; and if the Canadian Northern had not come into the field it would have been difficult for people to go great distances from the railway on to the best tracts of land between Lake Winnipegosis and the Rocky Mountains.

It is curious, but true, that, speaking broadly, the best lands were kept until the last. In 1879, Mr. (now Sir) Sanford Fleming, the Chief Engineer of the Canadian Pacific Railway, included in his report to the Minister of Public Works upon the then condition of the great undertaking, the completest map of Western Canada prepared up to that date. It and the report, are most valuable documents. It shows the wanderings of the many



The newest way; breaking the prairie near Vegreville, Alta.

A ROUTE WAS RESERVED

surveyors and explorers who were sent out to discover the best route for the trans-continental railway, and gives the location that had then been decided on. The map is sectionalized to show the quality of the land. The railway line, with stations already named, runs through country described as consisting of "soil of rich quality, and pasture land more or less fertile." Only in three places is the soil near the railway indicated as of an inferior quality to this.

But the route chosen because of the extreme fertility of the land, and upon which a great part of the telegraph wire to Battleford, capital of the Northwest Territories, was erected, was abandoned for state reasons.



Edmonton's first railway station: built on the entrance of the Canadian Northern, November, 1905.

The Imperial Government was interested in the project of a railway across Canada, which would give an all-British communication with the Orient. And so, to prevent future United States railways crossing the 49th parallel, and sweeping Canadian traffic into United States channels, the Canadian Pacific Railway was built within, approximately, 100 miles of the international boundary, and the "fertile belt," further to the north, was reserved for future development. When you travel from Winnipeg to Edmonton by the Canadian Northern you strike the ancient telegraph line about 60 miles east of the south branch of the Saskatchewan River, and for a long distance the wire is now on the north side of the track, and now on the south. Journeying to Prince Albert by the branch from Dauphin, you traverse part of the Swan River Valley, in which the original line was surveyed, and of which it was written by the Government's explorer thirty years ago, "The country is the finest I have ever seen in a state of nature."

The first hundred miles of the Canadian Northern was built from the village of Gladstone, eighty-three miles from Winnipeg, to a couple of log-houses which have become the flourishing town of Dauphin with three thousand citizens. That locality had public attention first drawn to it as the result of a report to the Geological Survey, which showed that the whole of the region had been wonderfully fertilized through some remarkable deposits of phosphatic shales, in the slopes of the Riding Mountains to the westward.

Of the Saskatchewan Valley, through which the main line is laid for the last 350 miles from Winnipeg to Edmonton, it is simple truth to say that no such continuous stretch of fertility is known anywhere. What the opening up of it has meant may be judged from the evidence given to a party of British journalists, at the town of Vonda last summer on their way from Edmonton to Port Arthur. The railway reached the neigh-

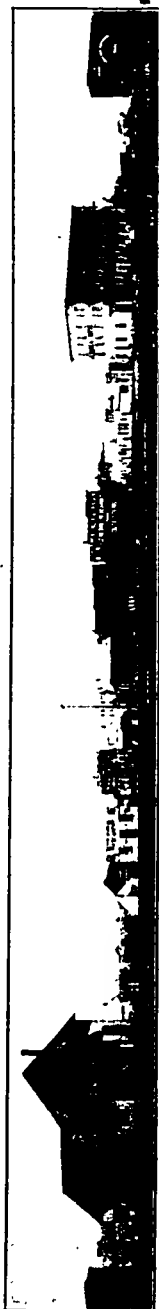


Westbound: The Alberta Express stopping at a wheat-belt town.

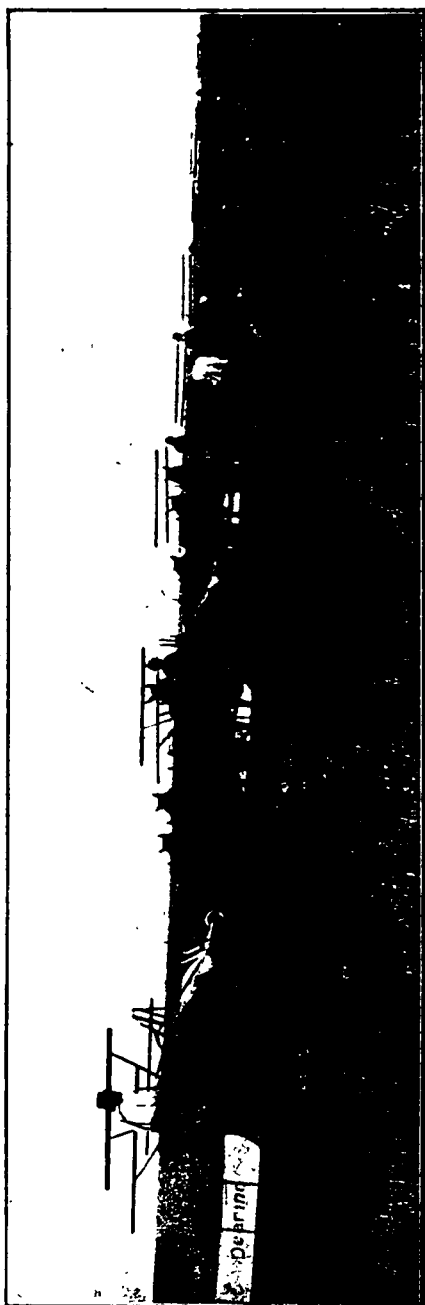
borhood and the town-site was surveyed in June, 1905. After the following harvest, 100,000 bushels of wheat were shipped from Vonda. In 1906, 500,000 bushels were exported, and at that time the confident expectation was that 750,000 bushels would go out of Vonda in the autumn.

The Province of Alberta — "Sunny Alberta," its people delight to call it — is entered by the Canadian Northern at Lloydminster, the town founded by the all-British Barr colonists in 1903. Edmonton, the most beautifully placed city of the plains, obtained its first railway station, in November, 1905. Immediately the advent of the Canadian Northern was promised, business of all kinds expanded, and real estate values were revolutionized. That was not because an insensate spirit of speculation possessed the people, but because the Edmonton country only needed its own railway to give it its rightful place in the general scheme of western development. The soil around Edmonton is of surprising fertility — a deep black compost that grows natural hay that is half pea-vine, and produces crops that have no superior in the world.

The chief trouble in making a railroad hereabouts arises from the richness of the land. Gravel for ballast has to be hauled such long distances as to make the perfecting of a new roadbed a longer process than in most districts. The prairie is a first-rate highway during dry weather. In wet times the richer the soil the less agreeable is buggy riding. Fortunately, the rainy season does not occur when the farmers most need the roads for marketing purposes, so conditions balance evenly.



Vegreville: Founded on the advent of the Canadian Northern Railway, October, 1905.



Cutting wheat on the Detchon farm, near Davidson, Saskatchewan Valley.

THE PRAIRIE IS GRIDIRONED

Over Three Thousand Miles have been Built and Acquired
in Eleven Years, and Many Branches have been
Asked for.

So much, in a general way, for the districts tributary to the main line. Perhaps more important than the main line are the branches which feed it. A glance over the map will show that the export of grain from the prairie provinces, reaches navigation on Lake Superior over one set of rails. Every carload which goes out of the country in Canadian Northern trains, converges at a junction ninety miles east of Winnipeg.

Railways make farms, and railways make railways. This summer the Canadian Northern is operating 3,390 miles for the service of Western Canada, of which only 1,265 from Port Arthur to Edmonton are called the main line. The section which carries all the eastbound traffic is 349 miles from Port Arthur to South Junction, so that the main line between South Junction and Edmonton, although it is fed by feeders, is itself just a predominant feeder of the eastern end.

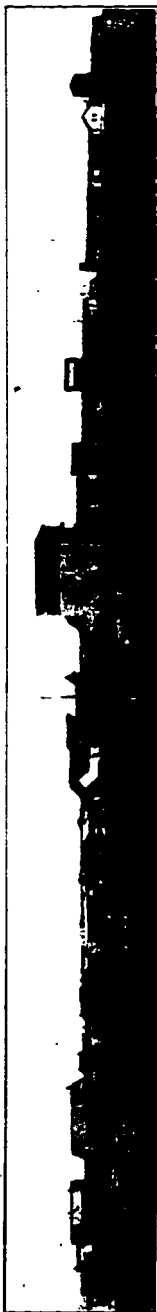
The richest wheat-growing sections of southern Manitoba, in which the Canadian Northern operates, send their products straight to the Lakes without coming round by Winnipeg — which cannot be said in relation to any other railway. It is not necessary to enumerate the smaller branches, because a view of the map instantly makes the situation clear. But two things are worth noticing:—first: what may be described as the alternating main line character of some of the recent connections, and, secondly: the persistent and widespread demand for still more branches.

This summer the establishment of a Canadian Northern passenger service between Brandon, in Manitoba, and Regina, the capital of Saskatchewan, gives Regina its first competitive connection with Winnipeg, and completes direct communication between Winnipeg, Portage la Prairie, Brandon, Regina, Saskatoon, Prince Albert and Edmonton, or all, except two of the most important towns and cities in the three provinces.

Prince Albert, for instance, is unique in having three different routes to Winnipeg over the same railway. This was made possible by one of the quickest and most enterprising transactions in railway history. Nearly twenty years ago, the Qu'Appelle, Long Lake and Saskatchewan railway was built from Regina to Prince Albert, and was leased by the Canadian Pacific until 1906, when, it was assumed, the lease would be renewed. But one morning at eleven o'clock, intimation reached the President of the Canadian Northern that there was a possibility of securing control of the Qu'Appelle, Long Lake and Saskatchewan Railway. At four o'clock that afternoon, a bargain was concluded, and two hundred and fifty miles of the most remunerative railway in Western Canada was taken over by the Canadian Northern, a few months afterwards.

The incident was characteristic of the quick, far-seeing, courageous methods which have distinguished the Canadian Northern from the beginning. The founders of the enterprise, who, as contractors had built hundreds of miles of the railways in Western Canada, saw the coming need for a big line before they acquired the charter of the Lake Manitoba Railway and Canal Co. in 1896; but they said nothing about their ambitions. It has often been the lot of the small fish, who has disclosed his hopes, to be swal-





Radisson; north of the Saskatchewan River; a town of 1905.



Threshing in the Saskatchewan Valley.

Five points of economy in cost: 1. Straw fuel. 2. Wagon racks save loader in field. 3. Sheaves are forked straight into threshing machine. 4. Straw is blown to the stack. 5. Wheat is poured into wagon.

THE PRAIRIE IS GRIDIRONED

lowed by some larger fish. But the men who had set out in their own way, to make a second railway system in Canada that would eventually stride the continent, turned up opportunities for themselves, and watched for opportunities created by others.

While they were preparing for an independent entrance into Winnipeg, and were building from Winnipeg to the Lakes, they learned that the Northern Pacific, which, a few years before had invaded Manitoba, was willing to sell out, because it would be difficult for them, if they remained in Manitoba, to keep up the high freight rates on their American lines.



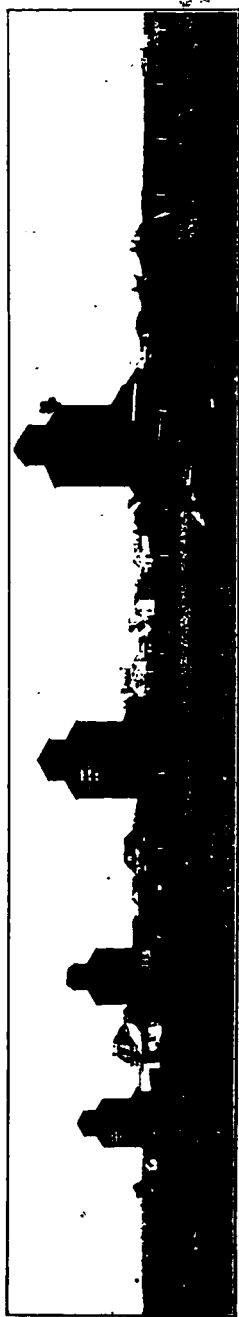
"Number Two": The Alberta Express crossing Clarksboro Bridge, South Saskatchewan river, 487 miles from Winnipeg.

which were infinitely more important to them than three hundred and fifty miles in Manitoba, whose rates were, by law, lower than those across the border. Within a week of the first discovery of the Northern Pacific's willingness to sell, the three hundred and fifty miles of railway through the best parts of southern Manitoba, were in the hands of the Canadian Northern, and in 1902, the year in which the company carried freight all the way to the steamers on Lake Superior over their own rails, the first season's shipments to Port Arthur included twelve million bushels of wheat.

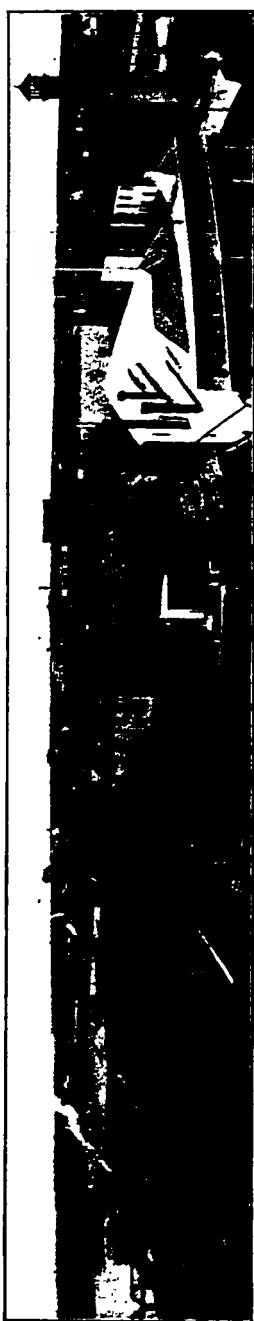
As to the continued demand for more branches, here are a few extracts from Western Canadian journals, published during last winter.

The Regina Board of Trade sent petitions to thirty-four Postmasters to be signed and presented to the C. N. R. for the purpose of inducing that railway to construct a line from Regina north-westerly through the Cottonwood, Fairville and Stony Beach Settlements into the heart of the Southern Goose Lake country and towards Calgary.—*Regina West*, March 25th.

The farmers of Cottonwood district have signed a petition to the C. N. R. to induce it to run a branch from Regina through their territory. Such a railway would draw from a comparatively densely populated district having an annual wheat output of 2,000,000 bushels.—*Regina Leader*, January 4th.



A branch line town ; Clanwilliam, on the Neebawa and Rosburn extension, Manitoba



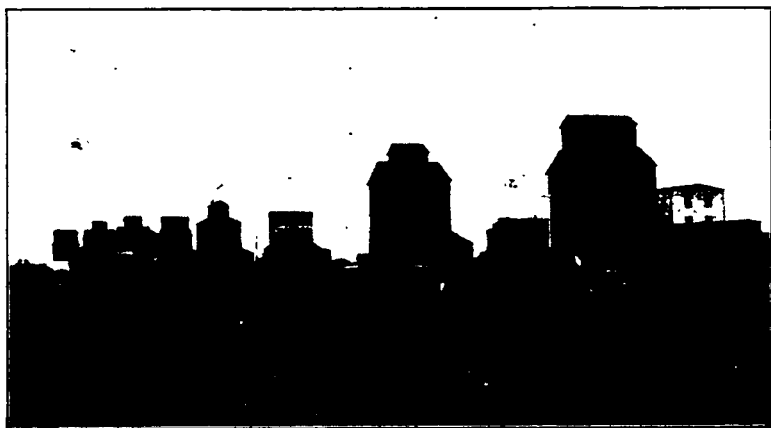
Edmonton, the capital of Alberta, sprang from a small town into an imposing city at the approach of the Canadian Northern.

THE PRAIRIE IS GRIDIRONED

On March 16th, the Battleford Board of Trade proposed to secure a railroad for the settlers north-west of the town. The C. N. R. has secured a charter for the building of a line from North Battleford westerly. The Board decided to petition the Government to guarantee the bonds of the C. N. R. for the road's construction.—*Winnipeg Telegram*.

The settlers of the Eagle Plains, west of Goose Lake District to the Bear and Bad Hills are determinedly petitioning to the Federal Government, the C. N. R. and the C. P. R. for a railway. The C. N. R. is particularly urged to bring through its proposed Saskatoon-Calgary branch this year.—*Winnipeg Free Press*, March 19th.

Canadian settlers do not petition in vain. In July, track laying began on the Goose Lake branch of the Canadian Northern from Saskatoon which is headed for Calgary. The Goose Lake country is an exceptionally



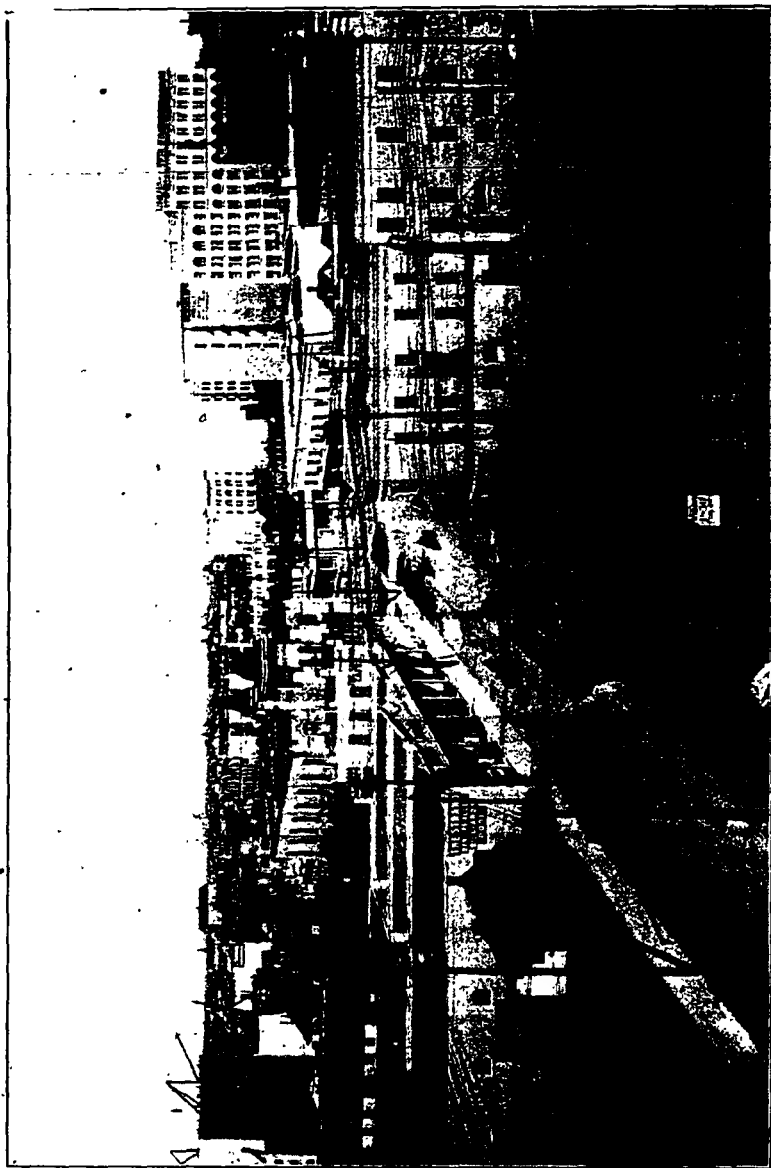
Rosthern's eight elevators; in the Saskatchewan Valley; Regina—Prince Albert Branch.

fine section of the Saskatchewan Valley. No new railway has hitherto been built through territory actually producing as much wheat as the Goose Lake country produces in 1908. Five years ago there was scarcely a settler in it. Now there are miles on miles of continuous wheatfields and thousands of acres of newly broken soil—farms—long fields of chocolate coloured stuff, just gritty enough to make it ideal for wheat culture.

Beyond the section reached by the railway this year there are plenty of homesteads—albeit a quickly diminishing quantity. The Canadian Northern has lands in this region for which there is an increasing demand. The Land Department of the Railway is as ready to assist a prospective settler to find a suitable homestead, as it is to sell him a square mile, for the twofold reason that the railway mainly desires traffic, and the ambitious homesteader is soon able to handle more than a hundred and sixty acres. To facilitate settlement is the prime duty of this department.



THE PRAIRIE IS GRIDIRONED



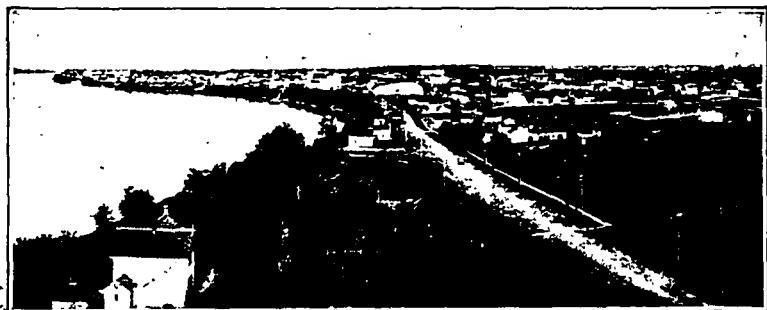
Part of the wholesale district of Winnipeg.

TOWNS, AMENITIES, MANUFACTURES

Western Canada has Diminished the Inconveniences of the Pioneer; Created Many Towns, and Cleared the way for Industries.

THE town reflects the quality of the country. That is true everywhere, but especially so where agriculture is the sole mainstay of a locality. Except at a comparatively few competitive points, the towns along the thousands of miles of Canadian Northern Railway, west of Lake Superior, are the creations of the Railway. Of one hundred and fifty new townsites, all but twenty-five were named by Canadian Northern officers.

In July the Minnesota Editorial Association,—a party of one hundred and twenty people,—journeyed from Fort Frances to Edmonton by the Canadian Northern, and also travelled over the Regina-Prince Albert branch, stopping at many places to interview the people. The general opinion was expressed by Mr. Halstead himself, four times mayor of the important Minnesota town of Brainerd, at a dinner at Regina:—

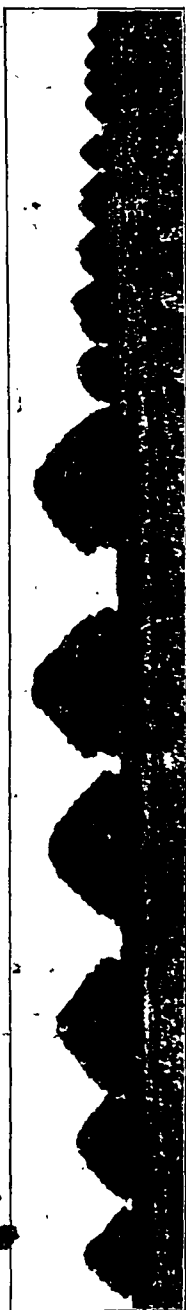


Prince Albert, on the Saskatchewan. Terminus of Canadian Northern branches from Regina, the capital of Saskatchewan, southward; and from Dauphin on the main line, eastward.

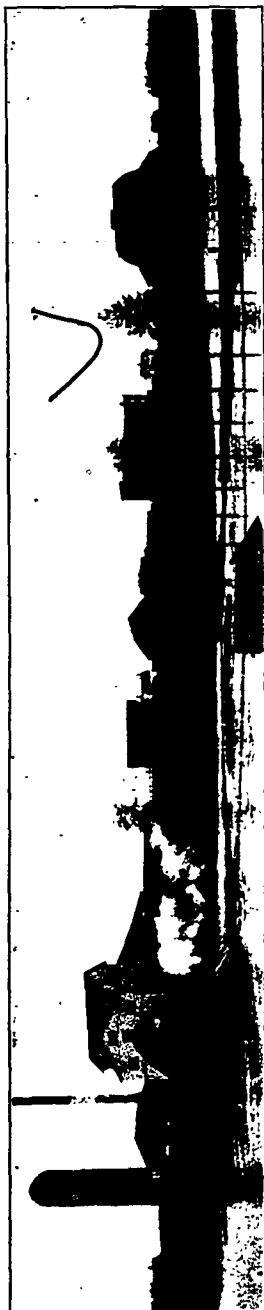
"We have all been astonished at the magnitude of this country. We have learned more on this trip than we learned on any other trip we have taken. We have been especially pleased with the high grade of citizenship we have seen everywhere, and we have marvelled at the thriving, prosperous towns we have visited."

As to the growth of the towns, take one example which will indicate what has been going on for several years. It is given in "Canada and the New Canadians," an illuminating book by Mr. Howard Kennedy, a special correspondent of "*The Times*."

When I passed Vermilion on August 30, 1905, it was not there. A month after my visit the town became visible to the naked eye. Two months after that I read in a Winnipeg paper that "the town lots had been on the market for the past six weeks, and fully



The abundance of wheat in the Saskatchewan Valley is supplemented by—



The products of the forest as manufactured by such mills as this at Prince Albert,—capacity 2,250,000 feet per week.

TOWNS, AMENITIES, MANUFACTURES

\$80,000 worth of property had been disposed of. Before Vermilion entered its first summer its citizens had organized a Board of Trade. It possessed a Methodist church, (with Anglicans and Presbyterians about to build), a public school, a bank, a newspaper, three hotels, three restaurants, three lumber yards, a drug store, a furniture store, two hardware stores, four implement warehouses, a jewelry store, two butchers' shops, a flour and feed store, a steam laundry, two livery stables, a liquor store, a stationer's, a bakery, a boot and shoe shop, three barbers, four real estate offices, two doctors, a lawyer, a dentist, an auctioneer, four contractors, a tinsmith, a plasterer, a photographer, two poolrooms and a bowling alley.

The first job in settling a vast, new country is, to bring supplies in for those who are beginning enterprises literally from the ground, and then to take out the produce with which they pay their way, and have something left over. At one time the pioneer had little hope of enjoying the



Lumber mill, Crooked River ; Dauphin-Prince Albert Branch.

finer amenities of life for several years; and lacked for many things (except the staple food), which had to be brought long distances. But now, he is infinitely better served.

Western Canada is not yet to a large extent a manufacturing country, and in the greater part of its immense agricultural areas, it is not likely to be. But, even as the lack of some of the conveniences of more populous countries, is quickly passing away, the dependence of the country upon itself, for much of its manufactured commodities, is rapidly increasing.

Nothing is more indicative of the spread of absolutely up-to-date appliances than the fact that each of the Governments of the three prairie provinces has its own Telephone Department; that the Manitoba and Alberta Governments have bought out the Bell Company; and that similar action by the Saskatchewan Government is only a matter of time.

It is a gratifying experience to travel over sections of the country where, a few years ago, there was not a single human habitation, to find not only well cultivated farms, but networks of telephone wires. We are at the beginning of a new era in which the comparative monotony of farm life will disappear. As it is, there is nothing like a certain degree of isolation to make people neighborly; and the gradual evolution



Passenger station and part of the Canadian Northern waterside terminals at Port Arthur.

TOWNS, AMENITIES, MANUFACTURES

from a state of thoroughgoing pioneerhood to a condition of solid comfort, produces a social life which has no superior in any agricultural country in the world.

As to manufacturing, the Canadian Northern is in a unique position in Western Canada. The more distinctly prairie territory extends from the international boundary to some distance beyond the Saskatchewan, where the great northern forest begins, from which plentiful supplies of timber are already being drawn for the consumption of the farming population to the south.

West and northwest of Edmonton there is an abundance of timber. Besides several smaller mills along the river east of the capital of Alberta, there is a large saw mill industry at Prince Albert. The capacity of a



Hauling logs for Prince Albert saw mills. The quality of the timber in the forest beyond the Saskatchewan is apparent.

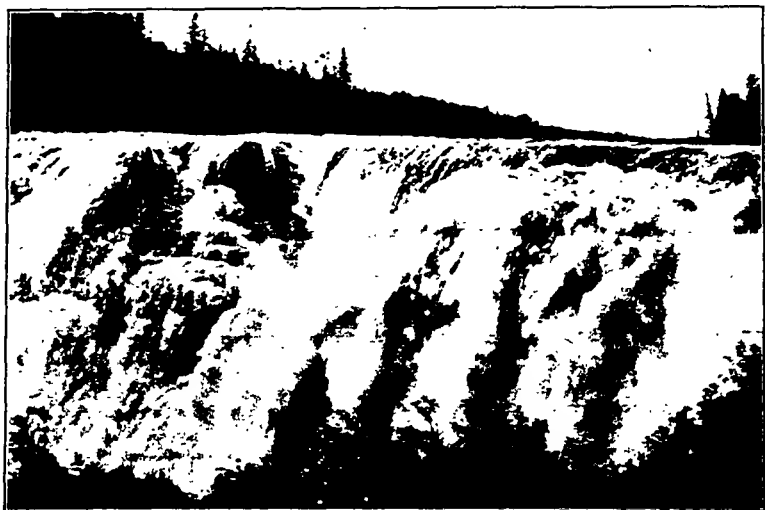
single mill is 2,250,000 feet per week, or, translated into terms of the railway traffic that actually accrued during last summer, fifteen carloads a day.

The method of handling timber in a modern saw mill is amazingly rapid and economical. The logs are drawn in from the "boom" on the river, and elevated to the top story, where they are mechanically manipulated, and sawn into boards and planks by enormous band saws which travel through the heavy sticks at the rate of several feet per second; or are put through a battery of saws working up and down in the old fashioned way, but sawing from ten to thirty boards at a time. Automatically the trimmings are carried into the lathing department, and, almost before you can say "Jack Robinson" the laths are sawn and bundled, ready for the plasterer. There is not a circular saw, once the marvel of woodworking machinery, in the place.

The impression that the available territory between Winnipeg and the Rocky Mountains is only grain-producing, does not last long when you have seen six or seven hundred men working in a single factory

within walking distance of this same wheat growing area, or when travelling from Prince Albert to Dauphin, you observe the splendid lumber country which has its own sawmills, such as those at Crooked River and Etomami, and a part of which has been set aside as the Porcupine Forest Reserves.

The rivers bring the logs to the mills alongside the railway; and will continue to do so, as far as one can judge, because the northern reserve, under the careful conditions of forestry which are being enforced by the Government, is practically inexhaustible. But lumber is not the only extra-agricultural asset of the Canadian Northern country. Just outside Edmonton an American firm has a large seven story packing factory, the coal for which is mined on the property. All around Edmonton there are deposits of excellent household coal. From the mines at Morin-



Kakabeka Falls, source of Fort William light and power; seen from the Canadian Northern trains.

ville, twenty miles away, the Canadian Northern has been hauling one hundred thousand tons a month.

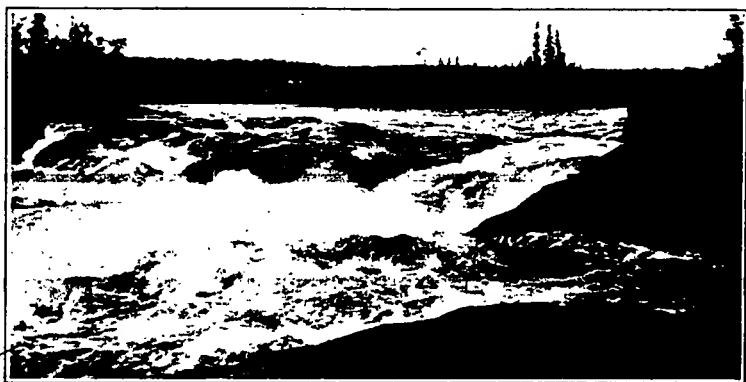
The Stony Plain extension westward, which will eventually cleave the Rocky Mountains and find the Pacific Coast, will touch the Brazeau river, where, sixty miles west, there are enormous deposits of coal, suitable not only for household consumption; but for use on the railway itself. So that when the line reaches that point there will be a wonderful saving in the cost of fuel to the railway; and also increased advantage to the settlers along the line, who will be able to obtain their coal much more cheaply than heretofore. Where there is cheap coal there will all kinds of industries spring up. Flour milling, brick making, builders' supplies; these are a few of the works for which there must be a constantly increasing demand.

THE COUNTRY BEYOND

The Real North-West is Outside the Existing Railway Zone, but Will be Opened up; and a New Ocean Highway to Europe Utilized.

CLEARLY, then, the communities which have sprung up, west of Winnipeg, as a result of the building of the Canadian Northern, are founded upon the broadest bases of permanent business. Whatever happens, man must have bread and meat. If ever the home land of the British Empire is to be sustained from within the Empire, the preponderating supplies of its bread and a very large portion of its meat, must come from Western Canada.

This opens two other aspects of the development of this sub-continent — the space and quality of the land that is still to be possessed, and the prob-

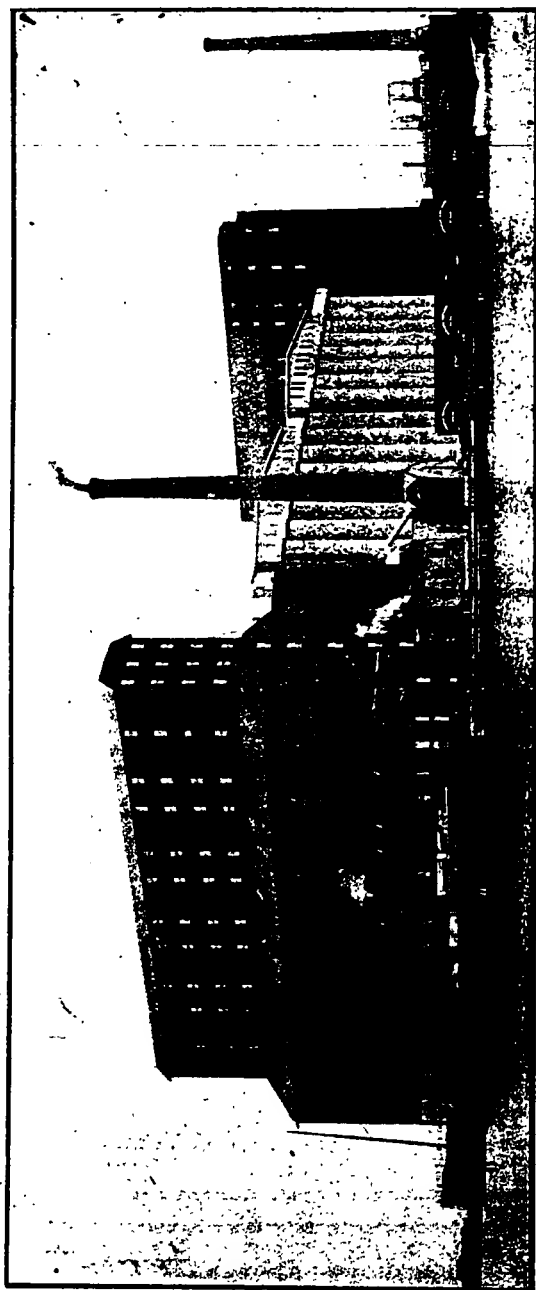


Northern Waterpower Possibilities. Falls on the Stone River, 400 Miles North of Prince Albert.

ability of an additional sea route by which the granary of the Empire can more speedily, and under exceptional safeguards, pour its wealth of nourishment into the vitals of the Empire. In both respects the future can be contemplated with equanimity. There is a wonderful abundance of fruitful land still to be possessed; there is a shorter way of carrying bread to British millions. Read two or three paragraphs, from an article that appeared in the April "Nineteenth Century and After," on "The British Trader in Canada."

Finally, there is the real North-West of Canada — not the prairie country, which is not the North-West of Canada. This week there is published the report of a Parliamentary Committee that assembled a surprising body of scientific evidences about sections of country that are ignorantly supposed to be beyond the care of civilization. The evidence is too voluminous to summarize here; but the testimony of Mr. J. B. Tyrrell is too important to be passed by. Mr. Tyrrell spent from 1883 to 1898 exploring Western and North Western Canada for the Geological Survey. His knowledge of

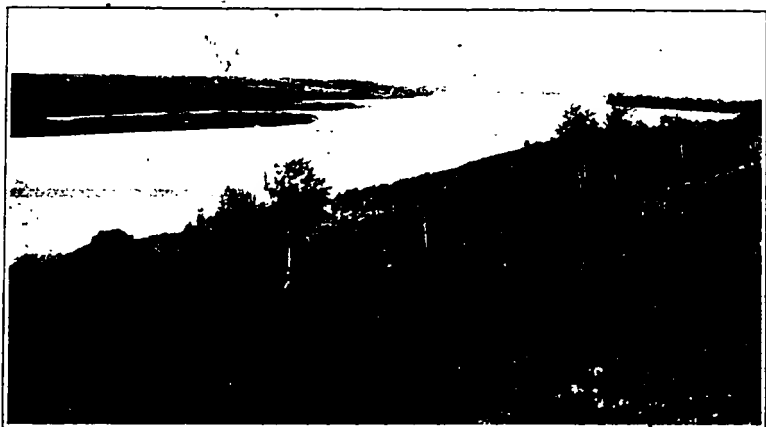




Canadian Northern Railway terminal grain elevator, Port Arthur : capacity 7,250,000 bushels

THE COUNTRY BEYOND

the prairie region and the territory beyond it is unique, scientific, practical. In 1893 and 1894, he traversed three thousand miles of unknown country as far north as Chesterfield Inlet, and twice in the month of October he came down the west shore of the Hudson Bay in a canoe; and twice walked from Fort Churchill to Winnipeg; once via York Factory, and once via Split Lake — the journey to Split Lake never having been taken before by Indian or paleface. Mr. Tyrrell is the successor of David Thompson, whose life in the North West began in 1784 at Churchill, who delimited the Canadian American frontier, and after whom the Thompson River is named. Mr. Tyrrell received the Back diploma and award of the Royal Geographical Society for his work. His scientific reports on practically the whole region through which the Hudson Bay branch of the Canadian Northern Railway will be built — steel is already laid to the Pas Mission, only 470 miles from Churchill — were epitomized in his evidence. To within 200 miles of Churchill the railway will be a colonization line, for the soil is good and the summer temperatures, (it is summer only that counts in the growing capacities of any locality), certified to by the superintendent of the meteorological service, are



The North Branch of the Saskatchewan River — Looking East from the Elbow Bridge.

comparable to those of Scotland and Southern Norway in May; Scotland in June; south of England in July; Scotland in August; and Norway and Sweden in September.

Mr. Tyrrell has dug beautiful potatoes from patches planted by Indians in the spring, and forsaken till autumn. They keep down the weeds and grow amazingly without attention. Indeed, the further north you go the more rapid is the growth. The summer isotherms do not run east and west, for congenial weather is not solely an affair of latitude. The wheat line across Canada is roughly, V shaped. The point of it is not far away from the Lake of the Woods; whence it goes north-westward to the Yukon. The nearer the Pacific, the farther north can wheat be grown. This explains why, though Fort Churchill is on the very edge of the tree growing limit, the Roman Catholic Mission at Fort Chippewyan, on the north shore of Lake Athabasca, in precisely the same latitude, grew the wheat that won the first diploma for weight and quality at the Centennial Exhibition in Philadelphia, as long ago as 1876. Fort Chippewyan is 400 miles north of Edmonton, the present northernmost city of Central



Three million dollar water power exploitation, Fort Frances, junction point for Duluth, at the outlet of Rainy Lake.



Bridge across the Rainy River, at Rainy River, the town of large lumber industries, 150 miles east of Winnipeg.

THE COUNTRY BEYOND

Canada. The Hudson's Bay Company have a flour mill at Fort Vermillion, 500 miles north of Edmonton. The Peace River Valley is probably the most fertile stretch of country in all Canada. In the real North West there are enormous deposits of asphalt, the melting point of which is thirty-five degrees higher than that of Trinidad product.

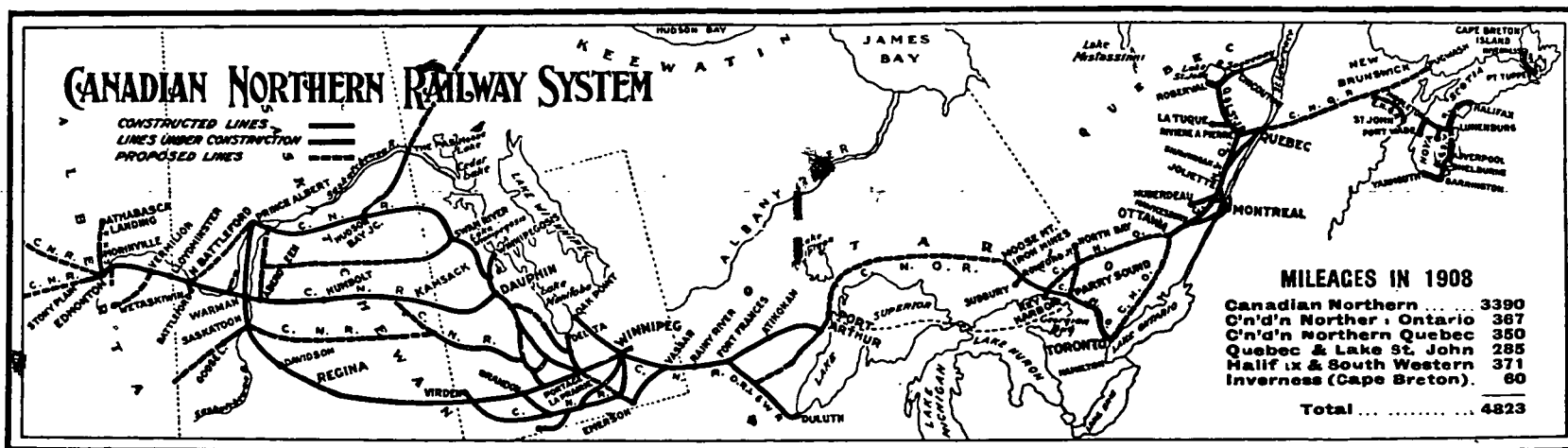
These things may suggest a new Canada to most of those who read of them. Their bearing on the future of Canadian trade is obvious. What Mr. Grigg calls "The American Invasion" is also concerned with the subject. New York has secured control of the asphalt. Chicago has got a certain mastery of the fishing riches of the northern lakes. They believe in getting in early.

Nor is that all. The northern half of British Columbia with its fertile valleys and mineralized hills, will be crossed by the Canadian Northern.



Catholic Mission, Fort Chippewyan, Lake Athabaska, 400 miles north of Edmonton; showing field in which was grown the wheat that was awarded the First Diploma at Philadelphia Centennial Exposition, 1876.

in order to make the trans-continental chain complete. But, for the present, it will do to leave the general question of the development of the provinces already entered by the western lines of the Canadian Northern, after rapidly surveying it from the meridian of Winnipeg. Winnipeg is being called the Canadian Chicago. It must continue to be the gateway of the West. Its growth from a population of 42,340, in 1901, to 120,000, in 1907, is a forecast of what the future will surely bring forth.



Only the principal towns can be shown on a handy map. There are over 420 shipping points on the Canadian Northern Railway, West of Lake Superior.

WINNIPEG: A SCALE OF BETTERMENT

One-Third of the Western Metropolis is of Canadian Northern Origin: the Financial Side of Railway Administration.

WINNIPEG is an effect, not a cause. It is the greatest thing in the West, because it is the servant of the whole West. The abundant capital that has gone into its buildings and businesses is dependent for remuneration upon what the farmer is doing. Winnipeg can only grow as the plow enables it so to do. It is pre-eminently the city of transportation, without which, in spacious continents, you can do nothing. As the Canadian Northern railways are forty-seven per cent. of the lines in the prairie provinces, it is a conservative estimate that one-third of the expansion of modern Winnipeg is a direct fruit of the expansion of the Canadian Northern.

The city will grow the more it is designed to serve the country behind it; in which regard Winnipeg is much more favorably situated than most people suppose. It is lighted, and its street cars are run by electricity, developed on the Winnipeg River, fifty miles away. There is, within transmissible distance, a million horsepower of falling water, which may, without detriment to any natural feature of the country, be converted into electricity, for heating, lighting, and driving, in every building, within hundreds of miles of the generating stations. The multiplication of factories in Winnipeg, has within the last few years, been very striking.

From a few small concerns in 1900, with a total output valued at \$8,616,248.00, they have increased to 144; giving remunerative employment to 12,000 people, with an output worth \$22,000,000.00 in 1907. Winnipeg ranks fourth in the manufacturing cities of Canada, and as its Industrial Development Bureau puts it, the city possesses the largest undisputed mercantile territory in the world. Special inducements are offered *bona fide* manufacturers in the way of cheap factory sites with low fixed

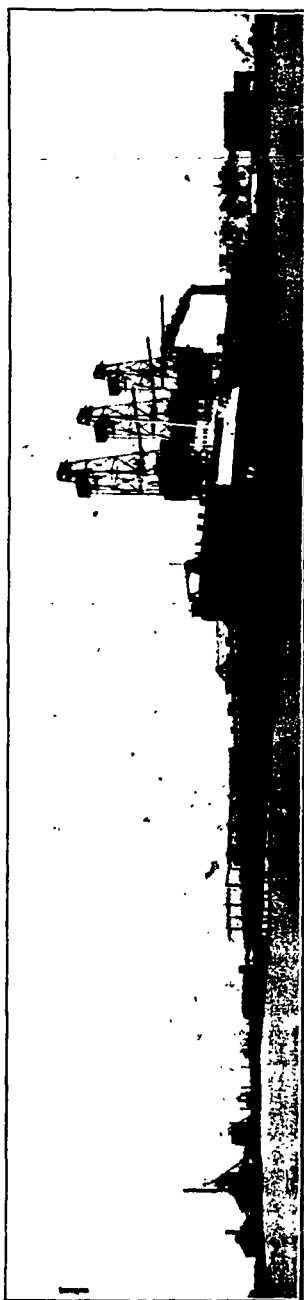
assessment for twelve years, abundant and constant supply of pure water, and electric power at low rates.

When a big undertaking is beginning to satisfy the demand of bigger possibilities, the tendency all the time is to plan expenditure on a scale that subsequently proves to be a little too magnificent. A scheme is laid down, the capital to accomplish it is secured, and, from the beginning, there is a liberality in preliminary expenditure, the inutility of which could only be foreseen by the very shrewdest men. Some railways have been planned on this scale, but their construction has not been as rapid as it would have been if the builders of them, instead of supposing that their unlimited supply of money could obtain everything they wanted exactly as they wanted it, and when they wanted it, had realized the vital importance of getting the rails down, speedily opening up communication and making improvements as business improved.

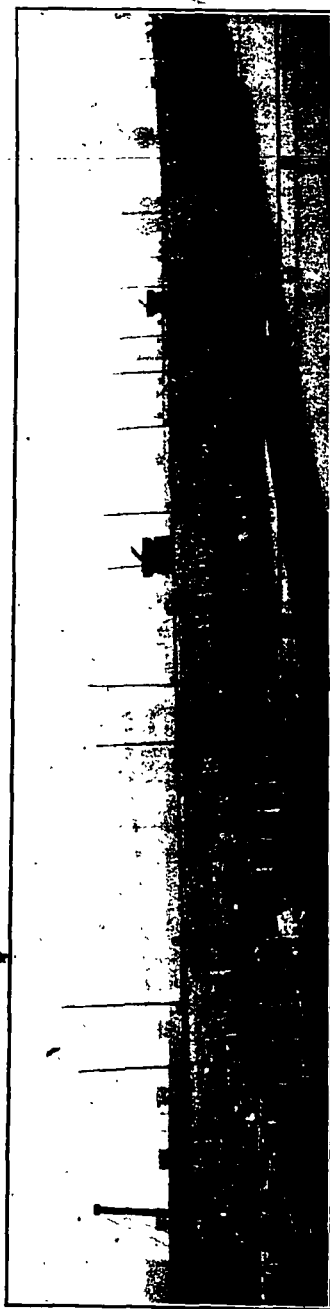
It has been said that the Canadian Northern was begun in a small way — an incalculable advantage. Its credit grew with the proved capability of its management. The interest on the earlier bonds was guaranteed by the Manitoba Government, but not a dollar of the guarantee has been called for. The first year's earnings of \$60,000 were more than sufficient to pay current expenses and to meet the fixed liabilities. Every year's business has repeated that unique achievement; and it is possible to reduce the whole story of the expansion of the road to a single table:—

Fiscal year ending June 30th	1903	1904	1905	1906	1907
Miles operated	1,276	1,349	1,586	2,064	2,509
Fixed charges, (thousands)	\$637	\$805	\$1,128	\$1,504	\$1,882
Fixed charges, (per mile)	499	596	711	731	751
Surplus, (thousands)	222	316	416	719	1,043

That the fixed charges per mile have steadily increased is the natural accompaniment of better facilities. The roadbed has been improved by ballasting. Many new stations have been built, and others enlarged.



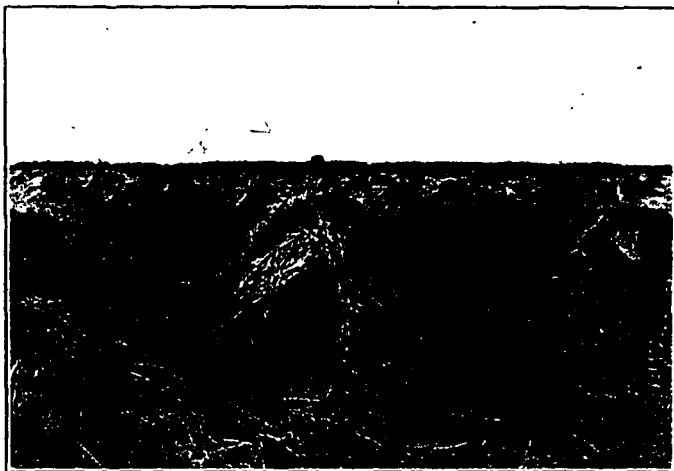
Industrial development of Port Arthur. The Canadian Northern coal docks are in the centre, the smelter of the Atikokan Iron Company on the left, and the Canadian Northern grain elevator on the right.



Coke ovens of Atikokan Iron Company at Port Arthur.

WINNIPEG: A SCALE OF BETTERMENT

New sidings have been laid and others lengthened. At divisional points the engine houses have been furnished with more machinery for engine and other repairs, and up-to-date plants for handling coal have been installed. Water stations have been increased and enlarged, freight sheds have been erected in many towns, and at Port Arthur, particularly, new accommodation for freight has been provided to keep pace with the needs of the port. At various points stockyards have been constructed.



In his own field,—at harvest time.

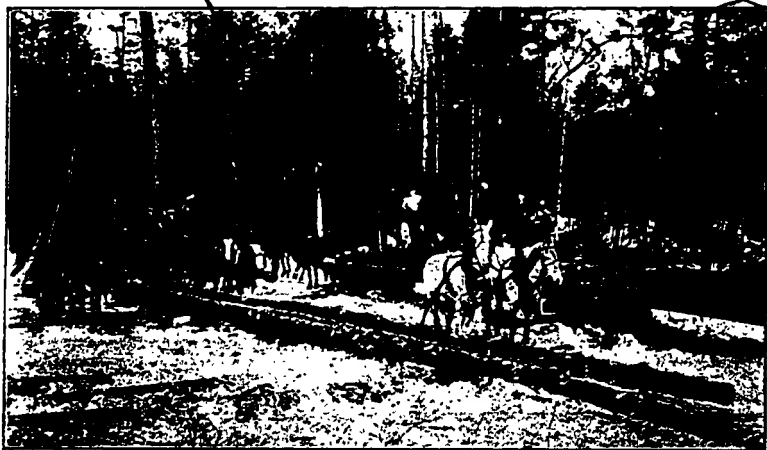
Not only have the fixed charges been paid, but the surplus has steadily increased. The surpluses have gone into the betterment of the railway also. The fact that they have been made is the best kind of guarantee that the railway will all the time be extended and improved to meet the requirements of the country it serves.

There, in pure matter-of-fact perspective is the Canadian Northern Railway in its immediate service of the West. It has the fundamentals of an unexampled combination of business forces that give it an unique place in modern railway history. The Canadian Northern System keeps along the path marked out for it, occupying a series of strategical positions, a contemplation of which is refreshingly agreeable to every eye that can appreciate the "lie" of business country.

BACK FROM THUNDER BAY

A Valuable Region for Agriculture; Timber; Minerals; and the Hunter. A New Way to Duluth and Chicago.

AND so, turn eastward from Winnipeg. The railway to Port Arthur which during its first season, carried twelve million bushels of wheat, would be a great proposition if for its four hundred miles it traversed an arid desert. But there are four profitable features in connection with it that do not apply to any competitor. It follows the Rainy River Valley which has large tracts of agricultural land not excelled by any in the province of Ontario. It transects a valuable timber country, which supports, at Fort Frances and Rainy River, lumber mills that are as splendid as that at Prince Albert. It has a new and



Getting out piles in the Rainy River district.

direct communication with Duluth. Greatest of all, it touches iron ranges as fine as those from which, across the Minnesota border, the furnaces of Cleveland and Pittsburg are supplied with their best ore.

The farming districts of Rainy River are not as much sought after as prairie lands; for they are covered with timber and will be brought under cultivation more slowly, because it takes considerable time, to say nothing of labor, to clear the land. Their turn will come.

From the timber lands, many millions of ties, thousands of piles, millions of cedar blocks for street paving, and thousands of millions of feet of building timber have been taken to the West. There are millions more on the land drained by the multitudinous rivers and lakes, which converge into the main stream of the Rainy River.

The connection with Duluth is already established, the junction point being Fort Frances, 208 miles from Winnipeg; and a special connection between Duluth and Chicago is being arranged, so that there will be a complete new route between Winnipeg and Chicago. Winnipeg is only seventy miles from the boundary of the United States, so that the existing

railway routes between the United States and Winnipeg are for a very short distance on Canadian territory.

Besides the considerable advantage to revenue of the longer haul, by way of Fort Frances, the distance to Chicago will be less than by older lines. The valley of the Rainy River and Rainy Lake is truly described as "The Big Game Valley." The Indians called it Ka-Wa-Shag-Im-Ick, which, being interpreted means, "beautiful, transparent waters." Many experienced hunters being witnesses, this is the best country for big game, especially moose, east of the Rocky Mountains, and it will soon be a very popular summer resort for Americans as well as Canadians. Already cottages are being built on the Lake of the Woods, and at one place not many miles from the railway a number of Cleveland men have established a fishing and hunting lodge where they are breeding silver foxes, whose pelts may be worth \$1200 apiece.

More important than all, though, are the Atikokan and Mattawin iron deposits. The Atikokan iron range is ten miles long, and is cloven



Smelter, Atikokan Iron Company, Port Arthur, started July, 1907.

by a short spur from the Canadian Northern main line. The ore is a little higher in sulphur than that in the Mesaba range, in the state of Minnesota, about sixty miles to the south. Within recent years a simple method of extracting sulphur has been devised, and the ore is to-day producing as fine a quality of pig iron as any on the continent. The quantity of ore within reach has not been even approximately determined. Unless one is very anxious about the mineral requirements of remote posterity there is no need to try to count the tons that are waiting to be loaded on the trains with steam shovels.

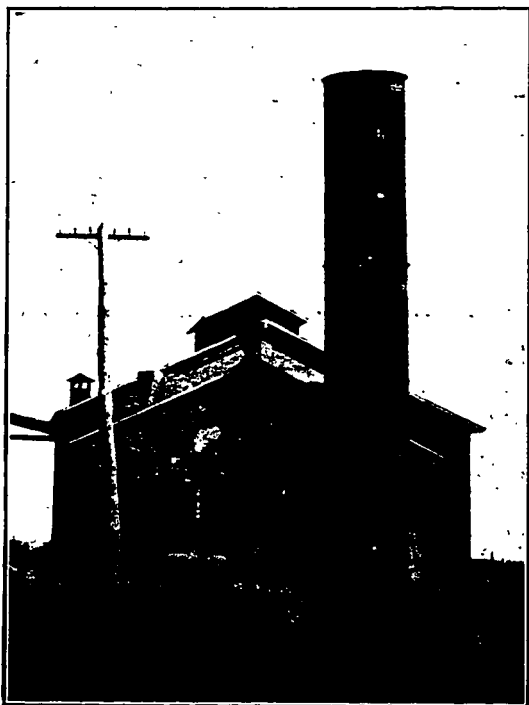
From the Atikokan mine to Port Arthur it is 142 miles. The ore must be carried to Port Arthur to meet the coal and limestone necessary for smelting. Obviously, the market in Western Canada for iron and iron products must grow rapidly and the head of navigation is the natural place for the works, which will, in five hundred different ways, convert the crude iron into the thousand appliances that are used by house and store, factory, and farm.

The Atikokan Iron Company is only the first fruits of the Atikokan Iron Range. Its smelter at Port Arthur has been built upon the most modern, most labor-saving scale. The first run of pig-iron was made last July,

BACK FROM THUNDER BAY

and after very little experimentation the correct mixing of roasted ore, coke, and limestone was determined: a first-class product was secured, and the work went smoothly forward. The contracts that have been entered into necessitate the immediate doubling of the plant, which may smelt, besides the Atikokan ores, those which will come from the Mattawin Mines, which are also on the Canadian Northern Railway, and shipments from which began in the spring.

The establishment of the first smelter in Western Canada at Port Arthur, is specially interesting from the fact that for many years Port Arthur was regarded as a "dead one." When the Canadian Pacific Railway was



Power house, Atikokan smelter, Port Arthur.

built Port Arthur was its Lake Superior terminus. The site of the town is ideal—on a beautifully graduated slope, rising from Thunder Bay, and commanding a magnificent view of Lake Superior, and the bold, suggestive backgrounds of its shores. Things were going along very well when a difference between the Town Council and the marvellous organizer who was at the head of the railway, widened into a gulf that could not be bridged, and the railway moved its shops and divisional headquarters westward to the marshes of Fort William, when the prophecy was made: "I will make the grass grow in the streets of Port Arthur." Fort William became a highly important entrepot for Canadian Pacific travel. And, indeed, it is a splendid place for the

railway. Port Arthur did not flourish very much; and, sometimes, it seemed as though the streets might sprout into verdure. When the Canadian Northern came into vigorous existence the aspect of things was changed and money has multiplied in the streets.

Speaking generally Port Arthur has been made since the Canadian Northern connected it with Winnipeg, in the winter of 1902. From less than 3,000, the population has increased to over 14,000. It has numerous first-class wholesale and retail stores and factories, six churches, four schools, twelve hotels, and two newspapers.

The city has a most valuable asset in the Current River water power, capable of almost unlimited development, enabling it to generate a cheap



First pig iron made in Western Canada. Atikokan Iron Company's smelter, Port Arthur.

and abundant supply of electrical energy for the operation of its manufacturing industries, street railway, lighting and telephone systems. These and the water works, owned and operated by the town, are good revenue producers, and materially reduce the rate of taxation.

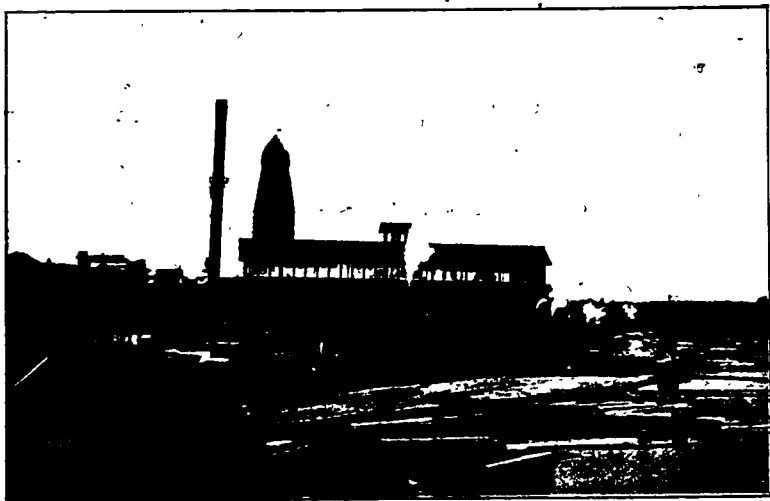
The Canadian Northern has constructed immense docks, wharves, storage sheds and grain elevators. The Railway's grain elevator is the largest in the world, with a holding capacity of 7,250,000 bushels. The coal docks handle half a million tons of fuel during the navigation season. A few photographs tell the story of the making of Port Arthur more graphically than any other way. And still the place is an industrial infant. As the product of a young railway system it is unique.

THE EASTWARD SITUATION

Across Five Hundred Miles of Territory, Containing Much Wood, and Sixteen Million Acres of Arable Land, Western and Eastern Canada Will be Linked.

IT is five hundred miles from the lake terminus of the Canadian Northern to the nearest track of the nearest eastern railway of the system—at the Moose Mountain Iron Mines terminus of the Canadian Northern Ontario Railway, which runs almost due south to Toronto on the shores of Lake Ontario.

The gap between Port Arthur and Moose Mountain, will be bridged by a railway that will traverse a well-watered, wooded territory, in which the surveyors of the Ontario Government have reported that there are 16,000,000 acres of cultivable clay land. But the Canadian Northern does



Lumbering on the Canadian Northern Ontario Railway. Mills of the Parry Sound Lumber Company, Parry Sound.

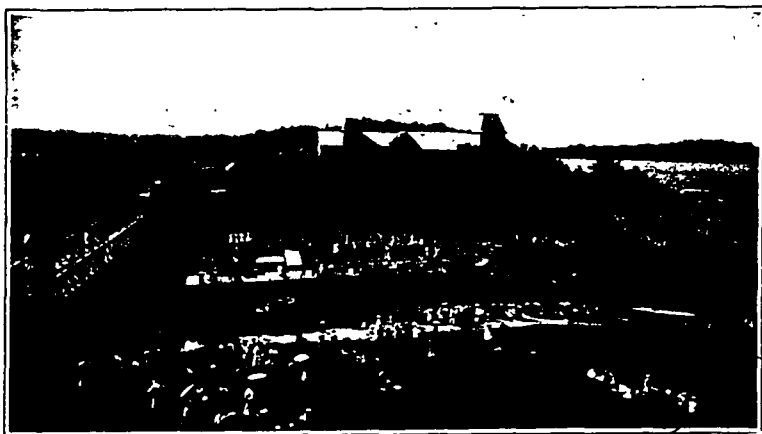
not have to wait for an all-rail communication before it can carry its own freight and passengers from Edmonton to Toronto, more than two thousand miles. All-summer there is a boat service from Port Arthur to Parry Sound, one of the first-rate harbors on Georgian Bay, only one hundred and fifty miles from Toronto.

Parry Sound is comparatively an old town, and has for many years been at the end of the Canada Atlantic Railway which runs eastward to Ottawa. Though the Canadian Northern was the first railway to give Parry Sound direct connection with its metropolis, Toronto, the carrying

THE EASTWARD SITUATION

of a large amount of east and west-bound business is not the most outstanding feature of the building of this railway that connects Lake Huron with Lake Ontario.

The opening up of entirely new channels of commerce in the West by the Canadian Northern is, *mutatis mutandis*, being repeated in the neighborhood of the older settled parts of English-speaking Canada. The Canadian Northern Ontario gives to Toronto people, and all who travel that way, a new, rapid and picturesque trip to the Muskoka Lakes, which, for many years have been growing in popularity as a summer resort; and are themselves an excellent source of revenue to a quickly increasing population. The distinctive feature of this railway is that it introduces to the business world another enormous deposit of iron ore, which, both as regards quality, magnitude and nearness to the points of



A Regatta day in the Muskoka Lakes: Canadian Northern Ontario Railway.

manufacture, is without superior in North America, and involves the creation of an entirely new port on Georgian Bay, about sixty miles from Parry Sound.

It has already been pointed out that the Americans are taking more and more practical interest in the exploitation of Canada. This is indicated not only by their investments; but by the attention devoted to Canadian propositions by all kinds of publications in the United States. In connection with development along the line of the Canadian Northern Ontario Railway it is significant that the best account of what is being accomplished, appeared in "World's Events," an American Magazine, last January, and part of its article "Canada Creates a New Shipping Port," is reproduced here because its statements are well within the mark and it gives a live picture of the conditions under which new communities are being created in Eastern Canada.

A NEW PORT IN THE MAKING

The Creation of Key Harbor, on Georgian Bay, as Presented to American Readers, who are Kept Informed on Canadian Development.

[BY JOHN V. BORNE.]

THE development of a great iron mine at Moose Mountain, with unlimited quantities of ore of easy access, sixty miles north of Key Harbor on Georgian Bay in Canada, may mean the cheapening of steel all over the United States; and is immediately responsible for the creation, on one of the finest harbors in the interior of America, of a new Canadian port on the edge of what has hitherto been a wilderness of rock, water and timber. Its rare situation assures to it great commercial importance. The docks now being built will be able to ship daily eight thousand tons of first-class iron ore to American lakeside cities.



The beginning of Key Harbor; May, 1907.

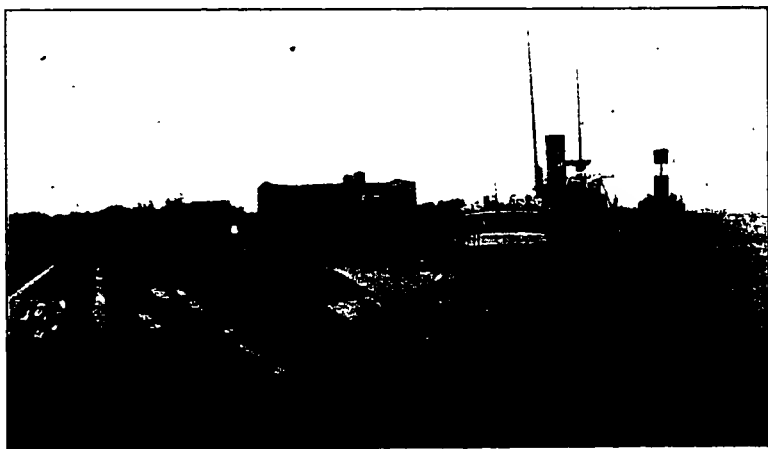
To reach Key Harbor I had to come fifty miles north from Parry Sound on a construction train, through a wild country populated by a few deer hunters; and then ten miles down Key Inlet on a smoky little tug, hauling a scow-load of chattering sons of Italy being transferred, with their worldly goods and the company's boxes of good macaroni, from newly finished grading, in the Pickerel River region to work on the docks.

The centre of construction is a tunnel blasted out of the rock and running into the water, where it is being flanked by eighty feet of cribbing. In the tunnel will run a leviathan belt of rubber. Astride of the tunnel will be a trestle, from which trainloads of crushed ore will be shot into a hundred and sixty-eight bins that will empty their contents into the belt at the rate of one hundred and forty-four pounds per second. The

A NEW PORT IN THE MAKING

belt will carry its terrible load to the tunnel-end, where the ore must be re-elevated fifty-seven feet by a second belt to a second trestle for loading vessels from a second battery of chutes. As the ore is on this belt it will be automatically weighed. All the machinery in course of delivery is of the most up-to-date order; and it is worthy of note that the belting and automatic scales could be obtained only in Leeds, England.

Close to the power-house and alongside a wharf of natural rock was the government steamer "Bayfield" which has been surveying the channel and fixing buoys and lights. In twenty minutes from open water, steamers can be moored, for the dock is straight in line with the last mile of the course — the whole entry will be made with the help of four simple ranges. The water alongside the new dock is twenty-four feet deep — three feet six inches deeper than the lock at Sault Sainte Marie.



Progress at Key Harbor : ore docks construction, November, 1907.

Here, then, is the beginning of a big new commerce with the United States, and an enormous traffic between Western Canada and Eastern Canada and Europe. Here, too, will be the first great crossroads of business in these newer and most notable regions of trade-expansion on the American continent. Take the North-and-South route first. The iron ore will be brought to Key Harbor from the Moose Mountain mines, which I visited before coming here.

Going north from Romford Junction where the Canadian Northern crosses the Canadian Pacific six miles east of Sudbury, you pass first through a French farming district, and then through a country very similar to that of northern Minnesota, — lakes, streams, rocks, and woods, — till you strike a mining camp occupying a considerable clearing in the virgin pine forest. There the railway ends, sheer against a wall of rock, over one hundred and fifty feet high. Into the wall a force of men have been blasting all summer. When you climb the hill you find the rock to be almost black — it is solid ore, containing an average of about fifty-eight per cent. of iron. Diamond drills have proved the continuation of it to a depth of five hundred feet. As the tests have shown forty-two million

tons of ore in sight, the drills have been put to work in other places with similar results — except that nowhere else is the precious stuff piled up so high as it is at the rail-head, where it will gravitate into the crusher; and load itself into the forty-ton cars.

I walked through the bush half a mile in one direction and a mile and a half in another and saw one outcrop after another of the black stuff, and examined the core of the drill that showed that at a hundred and fifty feet below a drift of sand on the hillside the ore was just as good as it is nearer the surface. That the Moose Mountain deposit is one of the best and biggest in the world was admitted by all the members of the American Institute of Mining Engineers who visited it three months ago. The company owns four thousand seven hundred acres of land around that beehing mass of ore, and will next year be shipping an abundance of it to Cleveland and other coal-handling ports.



**The first cut into a hillside of ore: Moose Mountain Iron Mines,
Canadian Northern Ontario Railway.**

Let it not be supposed that south-of-the-lakes Americans will receive all the excellences of this proposition. The people who control the Canadian Northern Ontario Railway have a great interest in the mining company. Along with the Key Harbor development they are preparing for smelting and iron works at Toronto, that will eventually employ fifteen thousand men — the biggest metallic industry and the most convenient to Pennsylvania coal that Canada will possess.

Look now at the east-and-west importance of Key Harbor.

Key Harbor is to be the eastern transfer point for the main business of the Canadian Northern Railway. From it there will be built a three hundred and eighty-four mile line to Ottawa, — there is already a line between Ottawa and Montreal, — giving the Canadian Northern its own

A NEW PORT IN THE MAKING

access to St. Lawrence tide-water, for the company has already over five hundred miles of line in the Province of Quebec. For a year there has been no access to Toronto, the chief distributing centre in Canada. The magnitude of the proposition is obvious.

But there is another unique feature of this north-and-south, east-and-west traffic at Key Harbor. The secret of successful transportation is return freight. Boats that bring wheat from the west take back coal. If they bring wheat to Owen Sound, or Collingwood, or Midland, or Detroit, they must go empty to Cleveland for coal. With Key Harbor the case is not so. The freighters will bring wheat from Port Arthur, load ore from Moose Mountain, exchange it for coal at Cleveland, and accomplish the round trip with full bottoms.

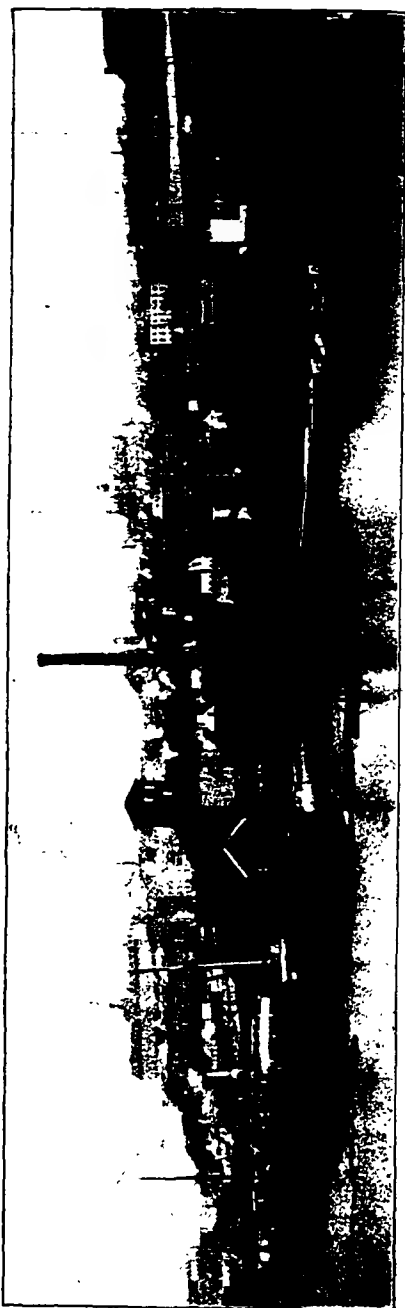


The Mine and Railway Terminus as it is To-Day.

See what this means. Port Arthur is as near Cleveland, via Key Harbor, as Duluth is to Cleveland direct, and, via Montreal, is nine hundred and twenty-one miles nearer the European market than Duluth is, via Cleveland and New York, with two hundred and one fewer miles of rail haul. To get a cargo of Duluth wheat and a cargo of Duluth ore the Cleveland buyer has to pay freight on two voyages of eight hundred and ninety-one miles each. The cost of a cargo of wheat to Key Harbor from Port Arthur and of a cargo of ore from Key Harbor to Cleveland will be just about the same as the transportation of only one cargo from Duluth to Cleveland — the only difference being the mere cost of loading and unloading. The ore shipment from Key Harbor to Cleveland will be clear gain over anything that is now possible in lake transportation.



At the Saguenay end : Pulp mills at Chicoutimi.



Part of Quebec waterside terminals ; Quebec & Lake St. John Railway.

QUEBEC'S HOLD ON THE FUTURE

How the Ancient City will Recover and Enlarge its Maritime Importance by Being Made the Canadian Northern Terminal Port

SUMMER and winter communication between the manufacturing districts of Western Canada and the prairie provinces, is only part of what must be accomplished by the Canadian Northern in Eastern Canada. Gigantic as are the business developments in this regard, in the nature of things a great railway system in British North America must have its own access to tide-water. It is wonderfully true that in the realm of commerce as in politics, the ocean is a determining factor of success. Though



Quebec : from the South Side of the St. Lawrence.

it seems to separate the different sections of the race, it is really the tie that binds them together. The impulse of a great railway towards salt water is as natural and inevitable as the same impulse in a nation. The prevision required to secure this when a railway is growing from small beginnings, and has to pay its way as it goes, is as vital to its existence as the education of a child is important to the responsibilities of a man. This is, perhaps, more true in these days when great interests use great diplomacies against great interests, than it used to be when business was less complex and rivalry was not so keen.

We have seen something of how the Canadian Northern people have acquired control of important strategic holdings in the West. Now see what has been done to prepare for the day when the Canadian Northern must load and unload its western freight into and from steamers which plow the ocean deeps. A transcontinental system must have access to the sea on the St. Lawrence, which is frozen in winter; and on the Atlantic seaboard, which is never inaccessible. Montreal, the first city in Canada, must necessarily hold a large place in the imports and exports of Canada, by whatsoever route they travel. Its shipping grows more important every year, and it will always be famous as the ocean port that is farthest from the ocean, for nothing can destroy the pre-eminence of the St. Lawrence among northern waters. The Canadian Northern Railways have important terminals and access to all the wharves of the Montreal Harbor Commissioners.

But Montreal has the disadvantage of its advantage. The approach to it is not the most convenient. The tendency of things can be judged from

the fact that the "Empress" steamers of the Canadian Pacific Railway only come up the river as far as Quebec, the channel between that city and Montreal though picturesque, being not quite deep enough for their comfort. The upper reaches of the St. Lawrence, between Quebec and Montreal are, to some extent, in the position of the Manchester Ship Canal, which, when it was built, was erroneously thought to be big enough for any freight steamers that would bring cotton into Lancashire, and carry manufactured goods out.

Though the advantages of Quebec as a terminus have only within the last two years been strikingly exemplified by the steamship policy of the Canadian Pacific, the facts were recognized by the Canadian Northern Railway early in its career; and steps were taken to secure, in good time,



L'Ours Falls, Ashuapmouchouan River, Lake St. John: One of the many falls awaiting development of power for pulpwood industry.

the waterside facilities which have a tremendous bearing upon the economical handling of all kinds of merchandise. The outcome of the steps then, and since, taken, will, it seems certain, rejuvenate the ancient city, and give to its business the prominence in commerce which it had lost.

At one time Quebec was the seat of the square timber trade, which declined when the heavy timber along the streams immediately tributary to the St. Lawrence, was cut down. The multiplication of steamers that could ascend the St. Lawrence as far as Montreal, seriously handicapped the port, and the means that were taken to defeat the natural courses of trade were not very effective. But the days long waited for are at hand. The expansion in the size of vessels, which took trade away from Quebec, is going to bring it back again, and there has been a re-adjustment of the commercial driving forces of the city which will remedy the disabilities which formerly obtained.

QUEBEC'S HOLD ON THE FUTURE

There is nothing more noble in the history of America than the colonization of Quebec by the French. When history comes to be fully and correctly written, the natural-born noblemen who have perpetuated the best characteristics of the people from whom they sprang, will be limned in enviable light. To some extent the fortune of events has been against them. The Anglo-Saxon tongue has spread over the regions which they were the first to explore, and with the improvement of intercommunication and the close association of enterprises once far distant from each other, there has been a linking up of what were almost entirely French-Canadian undertakings, with those that were pre-eminently of another inspiration.

The Great Northern Railway of Canada was evolved from smaller ventures, and embodied Quebec's local effort to connect with Western fields, and so attract to the city a goodly proportion of the traffic that was passing her gates. The Great Northern was projected to reach Georgian Bay, there to pick up the water-borne grain from the prairie provinces. But, with the changing conditions, it was necessary to have a more special and irremovable hold upon the sources of Western trade. This could not be secured by Quebec interests alone. Happily for the Great Northern, it became absorbed, and its name changed to the Canadian Northern Quebec, by Canadian Northern interests, which have a great hold upon the West, and which will in due course, carry over the former Great Northern rails, the traffic they were intended to carry from the beginning.

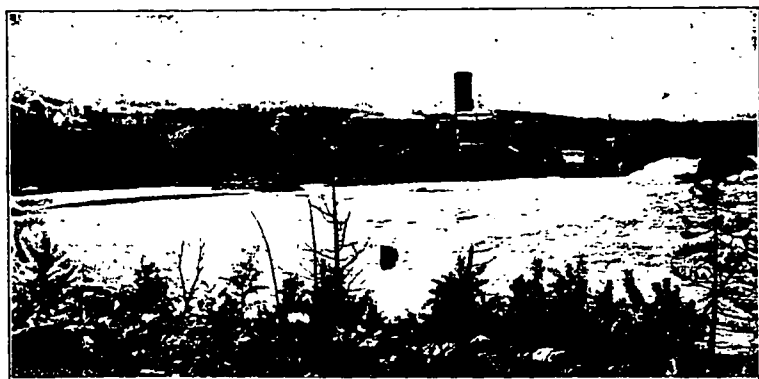
The Great Northern approached Quebec from Rivière à Pierre Junction, over nearly sixty miles of the Quebec and Lake St. John Railway, which started as a road to colonize the fertile lands surrounding Lake St. John, at the head of the Saguenay River, and had early choice of water-side terminals in Quebec City, which were capable of handling many times the amount of business that arose from the opening up of the north-eastern sections of the province. It came to pass, therefore, that the control of the Quebec and Lake St. John was also acquired by the Canadian Northern interests, to the advantage of both, the Canadian Northern gain being the access to tide-water, with docks and wharves already constructed.

WATER-POWERS AND PULP WOOD

The Double Asset Which Ensures a Unique Industrial Future for the Senior Province

AS in other parts of the system, the Canadian Northern now in Quebec is two-stringed. When the square timber trade declined, it was thought that the wealth of the forests tributary to the St. Lawrence was practically exhausted; but the last two decades have wrought a blessed change in that situation. Timber that was thought to be not worth cutting, has become so valuable as to give to large tracts of country an entirely new commercial aspect and to make United States capitalists turn covetously northward.

Paper is made from pulp, and pulp is made from spruce wood, ground between millstones that are imported from England. In Quebec thousands of square miles of spruce forests have already become



**Grand Mere, and Laurentide Paper Company's Mills:
Canadian Northern Quebec Railway.**

tributary to United States paper manufacturers, in view of the almost immediate annihilation of their original pulpwood reserves. The export of pulp to England is increasing for example, the Lloyd paper-mills—at Sittingbourne, in Kent—keep their own inspector at Chicoutimi, the Saguenay terminus of the Quebec and Lake St. John, to pass the consignments that are taken in barges to the steamers a few miles down the river. The Province of Quebec is full of valuable waterfalls, waiting to be developed into electricity. The combination of electricity and paper-making has produced some rather phenomenal effects in districts where it was beginning to be thought that the weather would become the only topic of conversation.

This summer the Canadian Northern Quebec will give Ottawa, the capital of the Dominion, a new connection with Montreal and Quebec, by the extension of the original Great Northern line from Hawkesbury.

Ottawa is more than a seat of Government. With its sister city of Hull, across the river, it is an industrial centre of rapidly increasing

importance, owing to the great water power of the Chaudiere Falls. The Booth Mills cut 110,000,000 feet of lumber yearly, and employ four thousand men. The pulp and paper mills belonging to the same interests, turn out fifty tons of newspaper and seventy-five tons of pulp, per day. The E. B. Eddy Company also make great quantities of paper, wood pulp, matches and woodenware, and have 1,800 employees. Smaller concerns cut 35,000,000, 50,000,000, 60,000,000, and 50,000,000, feet of lumber, respectively, per year. The Ottawa Carbide Company has a growing business, and is manufacturing various appliances in which the new illuminant is used, notably an automatic apparatus for lighting buoys, which has been adopted by the Dominion Government. The Ottawa Car Company is building cars, and altogether, perhaps Ottawa, is the best example of water power development in Canada. The towns alongside the river, between Ottawa and Montreal, are similar in character, although



Power houses of Shawinigan Water and Power Company, Shawinigan Falls, Canadian Northern Quebec Railway.

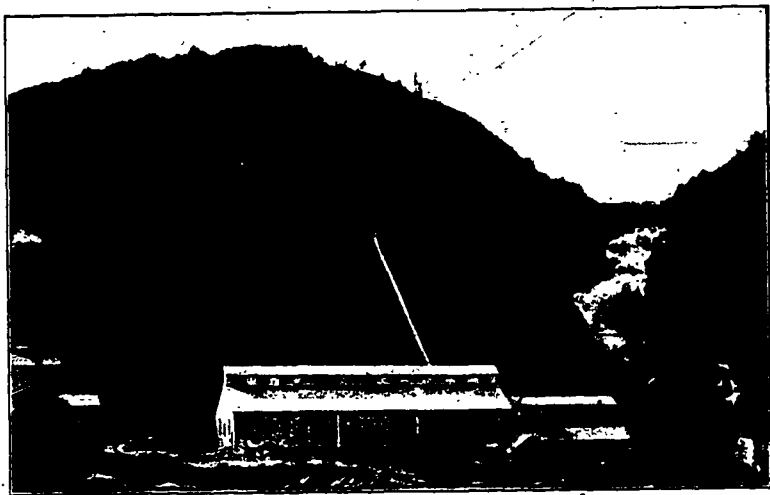
different in degree. At Hawkesbury — the present terminus of the line — for instance, there are the Hawkesbury Lumber Company, and the Rior-don Paper Mills, operating by water-power. The town of Lachut  has been made almost entirely upon the development of its water-power for the manufacture of paper. The same may be said, in differing degree, of St. Jerome and Joliette.

East of Montreal, the towns of Shawinigan Falls and Grand Mere are worthy of special notice. Eight years ago their sites were virtually parts of the virgin forest, and unknown except to a few anglers, hunters and tourists. To-day they are the abodes of artisans. At the head of the Shawinigan Falls a canal one hundred feet wide and twenty feet deep at low-water mark conducts the water into the penstocks which carry it to the

WATER-POWERS AND PULPWOOD

power house whose generating plant has a capacity of 75,000 horse power. From this station power is supplied to the numerous industries that have been attracted to the town — the works of the Northern Aluminum Company (the largest electro-chemical establishment in Canada) a calcium carbide works, pulp, paper and other mills. The pulp mill is the second largest in Canada, and has been established by Belgian capitalists.

The Shawinigan Falls are fortunately situated. Being the last, as well as the greatest, in the descent from the Laurentian Mountains to the St. Lawrence, they are capable of supplying electricity for light and power to many towns within comparatively short distances. Montreal, ninety



Pulp mill at Ouatichouan Falls, Lake St. John; Quebec & Lake St. John Railway.

miles away, is lighted and its street cars are run by the electricity developed here. The current is supplied to the intermediate towns, and is also sent down to Three Rivers, and across the St. Lawrence, to the asbestos mines at Thetford and Asbestos.

The company which develops the power concluded four year's business in January. Its annual rates of income have been: January, 1905 — \$235,994; January, 1906 — \$322,000; January, 1907 — \$454,858; January, 1908 — \$675,000.

Only eighteen miles up the river is Grand Mere which chiefly from the mills of the Laurentide Paper Company, nearby where the river falls forty-six feet, has grown from a negligible village to an attractive burg of 5,000 inhabitants. The industry is the premier of its kind in Canada.

The company employs, all the year round, about 1,100 men, and keeps busy about 2,500 in the woods, and produces yearly 50,000 tons of news paper, 12,000 tons of cardboard, 25,000 tons of sulphite, 45,000 tons of groundwood and 10,000,000 feet of lumber.

WATER-POWERS AND PULPWOOD

These two towns are established in prosperity. They are both on the St. Maurice River, which drains 18,000 square miles of territory. Farther up the same river a new town was established last year at La Tuque, through the building of a branch of the Quebec and Lake St. John to the point where the river will eventually be crossed by the National Transcontinental Railway. At La Tuque there is a water-fall of 80,000 horse power which will be utilized to convert the wood cut on the higher reaches of the river. An American syndicate acquired the timber limits and the water-fall under contract to develop both immediately. With the railway they have made a contract providing for the carriage of at least 9,000 carloads of freight per annum for nine years, from La Tuque to Quebec.

The country through which the Quebec and Lake St. John Rail-



Chicoutimi: the Saguenay terminus of the Quebec & Lake St. John Railway.

way passes has enormous areas of pulpwood timber tributary to it, only a portion of which has been utilized, and negotiations are on foot for the development of waterpowers and the utilizing of pulp-wood areas on somewhat similar lines to those which have eventuated in the La Tuque enterprise.

It has been demonstrated that, with judicious cutting, a crop of pulpwood will grow in thirty years, so that the permanence of the industry is as assured as its increasing importance to commerce generally. One of the propositions under consideration involves the expenditure of \$4,000,000 upon a single estate, and the founding of a new manufacturing town — a second Grand Mere. This is not an isolated instance by any means. The waters immediately tributary to Lake St. John are capable of developing, according to Government estimate, 600,000 horse power.

The manufacture of pulp and paper does not carry populations as dense as those which cover the west riding of Yorkshire and southern half of Lancashire; but it does secure a growing revenue to the railways which traverse the wooded and well-watered tracts of Quebec. The illustrations show the pulp mills at Quiatchouan and Chicoutimi, at both of which places paper will most probably be made.

There has grown up since the advent of the railway, a new province supporting 50,000 people, upon the productive lands which slope down to Lake St. John from all sides, and the surplus water of which finds its way into the Saguenay through the Grand Discharge, the home of the ouananiche, the fresh-water salmon. The Lake St. John settlers are almost entirely French-Canadian, and though it is not very likely that a stream of English-speaking immigrants will flow to this locality, there has been, for years, a steady influx of French-Canadians who had emigrated to New England states and found it desirable to return to the land of their birth.

There are no immediate proposals to extend the Quebec and Lake St. John Railway north-eastward, but such an enlargement is only a matter of time. Besides the wood which covers the country, there is, near Lake Chibougamou, a variety of valuable mineral deposits, including gold, silver, iron, copper and asbestos.

The Canadian Northern Quebec, and the Quebec and Lake St. John, as parts of the Canadian Northern System, will partake of the same double character as the Canadian Northern Ontario — they more than carry themselves, on their immediately produced traffic, and will have important association with the tremendous traffic to and from the illimitable West. The approach to Quebec from the West by way of Riviere a Pierre, involved the climbing of costly hills and there is being completed this summer a cut-off to Quebec, from near Grand Mere, which will save twenty miles in distance and sixty miles in hauling capacity.

ON THE ATLANTIC SHORE

The Resources of the Coast Between Halifax and Yarmouth: Cape Breton Coal

ONE of the former advantages of making Montreal the premier port of a Canadian Railway System, was, that below Montreal trains could not cross the St. Lawrence. The bridging of the St. Lawrence at Quebec has only been postponed. Sir Wilfrid Laurier said, when calamity overtook the former faulty structure, the completion of a bridge just above Quebec was a matter of national obligation and pride. The Canadian Northern Railway has secured a right-of-way over the Quebec bridge, and through territory that will afford a direct route to the Atlantic by way of Pugwash, in Nova Scotia, and St. John, in New Brunswick.

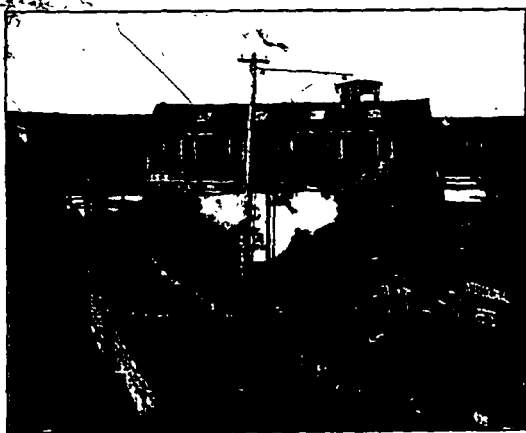
The line to Pugwash, will, no doubt, connect with the other railways in Nova Scotia, which have been built and are operated under



**The Half Moon at Chester: Summer resort of increasing numbers
of Americans, on the Atlantic coast of Nova Scotia:
Halifax & South Western Railway.**

Canadian Northern auspices — the Halifax and South Western, along the ocean shore from Halifax to Yarmouth, with branches crossing the peninsula and running the length of the Annapolis Valley; and the Inverness, which carries the coal from the west coast of Cape Breton to the consumer, and which has begun the creation.

A railway skirting the ocean shore between Halifax and Yarmouth was talked of for many years, and one section of it was built. At the request of the Nova Scotia Government, the builders of the Canadian Northern undertook the completion of the line, which has, for the first time, made accessible to the wealthy populations of the eastern United States the most delightful summer country on the continent.



Surface plant; Inverness Railway and Coal Company, Cape Breton Island.

For a long time the Maritime provinces of Canada, seemed to be in the backwater of commercial activity. Many Nova Scotians emigrated to the United States, even as the French-Canadians of Quebec did, and the population barely held its own against the drainage. But the conditions are being reversed. The opening up of the numerous coal and iron deposits of Cape Breton have established iron and steel industries there which will eventuate in the construction of steel ships which will more than compensate for the declining of wooden shipbuilding which was once a great industry, along the ocean shore of the province.



Micmac gold mines; Middleton branch, Halifax & South Western Railway.

The west shore of Cape Breton, facing the Gulf of St. Lawrence, is distinguished by many mineral deposits, second only in value to those in the neighborhood of Sydney. The output of coal from the Inverness mines has steadily increased since the building of a railway to that point, and this year new industries are being established, including one for the manufacture of fibrous plaster, the market for which will extend as far as South America.

The ocean shore from Halifax to Yarmouth is the loveliest coast line on this continent. Its indentations are remarkable for number and picturesque-ness. The distance from Halifax to Yarmouth, on the edge of the tide, is 701 miles. The Halifax and South Western Railway connecting the two cities is 248 miles long. The population is almost continuous along the shore, and at such towns as Liverpool and Shelburne, the advent of a railway has recreated the industrial situation, and an expansion



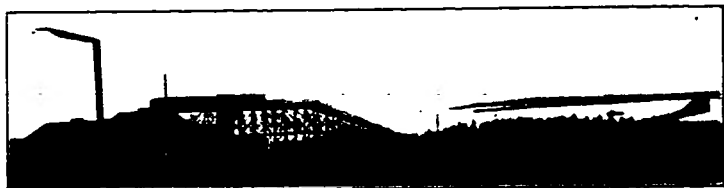
Coal mining at Inverness, Cape Breton Island, 750 yards under the sea ; Inverness Railway and Coal Company.

of business, derivable from the timber and other sources of the higher lands of the peninsula, has already been felt.

There are, in the country tributary to the Halifax and South Western, 4,000 miles of pulpwood not yet touched. Nova Scotia can produce 11,000,000 cords of pulpwood in perpetuity. The gold deposits of central Nova Scotia have long been known; they are reached by the section of the Halifax and South Western, which crosses the peninsula from Lunenburg to the Annapolis Valley. With the application of more modern methods of extracting the metal from the quartz, a new epoch in the direction of precious metal has been entered upon.

The attractiveness of the Nova Scotia coast to the wealthy Americans of the south is only just being proved. The tides vary so little as to be abso-

lutely without danger, even to the smallest children who paddle upon the sands. In hundreds of places the shoreline and the clearness of the water give the bays, hidden from the Atlantic by charming islands, the appear-



Bankhead of Port Hood Colliery: Inverness Railway,
Cape Breton Island.

ance of upland lakes. It is difficult to believe that the water is salt without tasting it. The coast of the State of Maine is very much resorted to by Americans, and with the better climatic and scenic advantages of the Nova Scotia littoral, the influx of Americans who build summer cottages,



The Margaree, a famous salmon stream, reached from the Inverness
Railway.

is bound to grow and so give additional prosperity to the farmers and fishermen and others, who find a new and remunerative market at their doors.

The Nova Scotia Government has established a Department of Immigration and Industries, so that the development of the resources of Nova Scotia may be expected to proceed on modern, aggressive, and successful lines.

CANADIAN NORTHERN RAILWAY LAND AND IMMIGRATION DEPARTMENT

What it is and What it can do for Those who Wish to
Locate in Western Canada.

THE Canadian Northern Railway Company recognized, from the first, the importance of having along its new lines, farmers, experienced in handling prairie lands, because of the rapidity with which they cultivate the soil, and of the incentive they supply to their excellent neighbors who have to "learn the game."

A very large number of the quarter of a million United States people who have migrated to Western Canada during the last seven years have, therefore, been settled near Canadian Northern lines. There was no difficulty about this, because, in the first place the Canadian Northern is the railway of the Saskatchewan Valley, and secondly, because the Company secured, for its land business, the service of the men most experienced in similar work in the North Western States.

The Land and Immigration Department of the Railway is in charge of the firm of Davidson & McRae, whose chief offices are at Winnipeg. Col. A. D. Davidson, the head of the firm, makes his headquarters at the main offices of the Railway in Toronto. He is the real pioneer of the "American invasion" of Western Canada.

The Land Department is as ready to facilitate the location of settlers upon homesteads as it is to sell the Company's lands, and will be glad to receive enquiries addressed to the Winnipeg office, from anybody and everybody who is thinking of migrating to Western Canada, either to farm or to enter into business upon any of the townsites of the Canadian Northern, which they also handle.

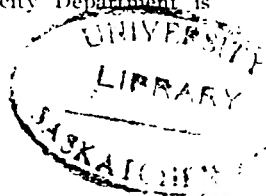
Write Davidson & McRae, Canadian Northern Land Department, Winnipeg; Canadian Northern Building, Toronto; or Sellwood Building, Duluth.

INQUIRIES GENERALLY

If you want more specific information about Canadian Northern development, write the Publicity Department, Head Office, Canadian Northern Railway, Toronto.

In Nova Scotia, Quebec, Ontario, (east and west of the Great Lakes), and the Prairie Provinces, the Canadian Northern System serves the finest summering territories in North America, and penetrates the richest hunting and fishing country.

This booklet only deals with the more commercial aspects of the Canadian Northern System, and with regard to them, as well as the opportunities for pleasure, travel and sport, the Publicity Department is entirely at your disposal.



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